SEBRING GETS SCCA APPROVAL

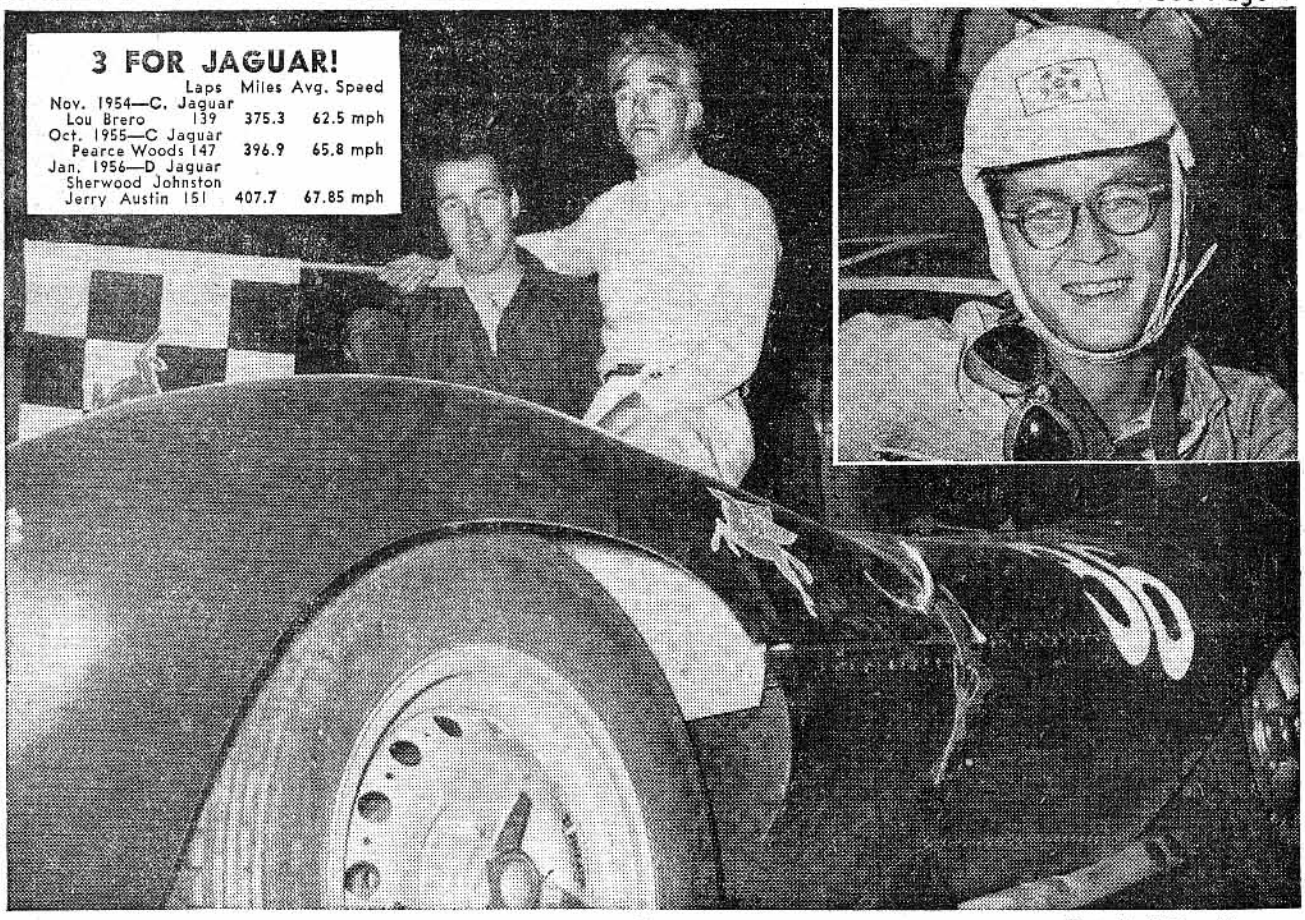
See Page 3

MOTOR RACING

Vol. 1—No. 8 — 2 — Los Angeles, Calif. — Jan. 27-Feb. 3, 1956 — Price 10c

AUSTIN-JOHNSTON CAPTURE 6-HOUR GRIND IN JAGUAR; GREGORY VICTOR

See Page 1


3 FOR JAGUAR!
Laps Miles Avg. Speed
Nov. 1954—C. Jaguar
Lou Brero 139 375.3 62.5 mph
Oct. 1955—C Jaguar
Pearce Woods 147 396.9 65.8 mph
Jan. 1956—D Jaguar
Sherwood Johnston
Jerry Austin 151 407.7 67.85 mph

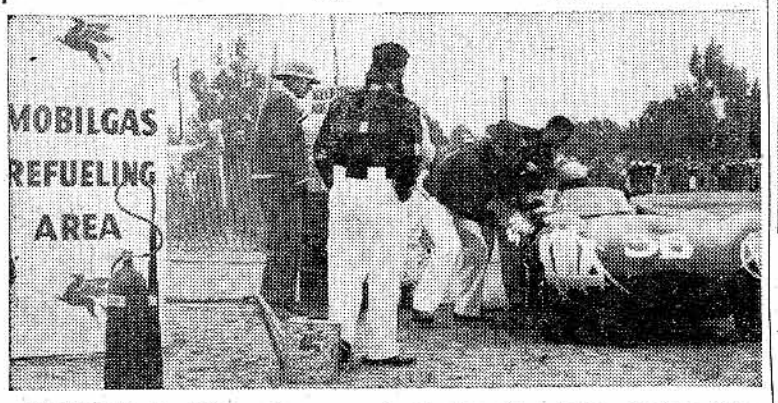
Vignolle & Powell

TO THE VICTORS—It was the third victory in as many six-hour endurance races for the English Jaguar at Torrey Pines last Jan. 14. Winning drivers were Jerry Austin, Arcadia, Calif., holding Flying Horse checkered flag, and big Sherwood Johnston, Greenwich, Conn. Austin, owner of the Jag, brought it in after pair had covered 151 laps, averaging 67.85 mph. Two pit stops were made. Inset shows Masten Gregory, youthful Kansas City, Kan., driver, winner of the over-1500 main event the following day.

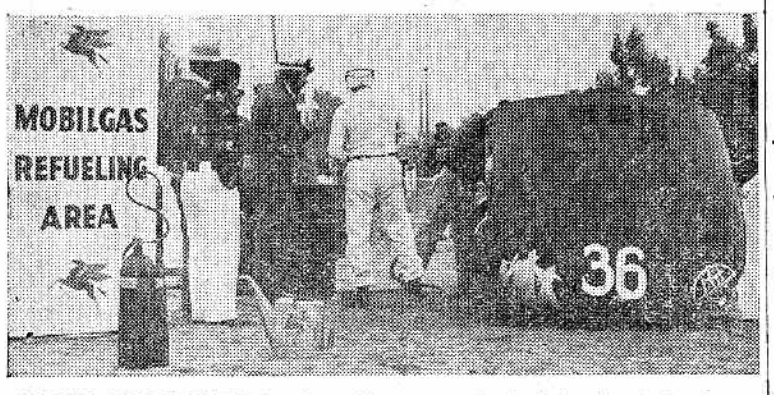
COMPLETE T. P. RACE CHARTS

See Pages 4-5

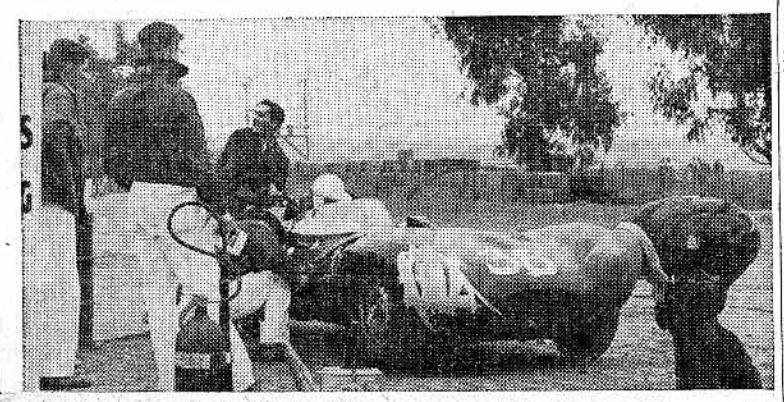
Time to Refuel for Winning D Jaguar



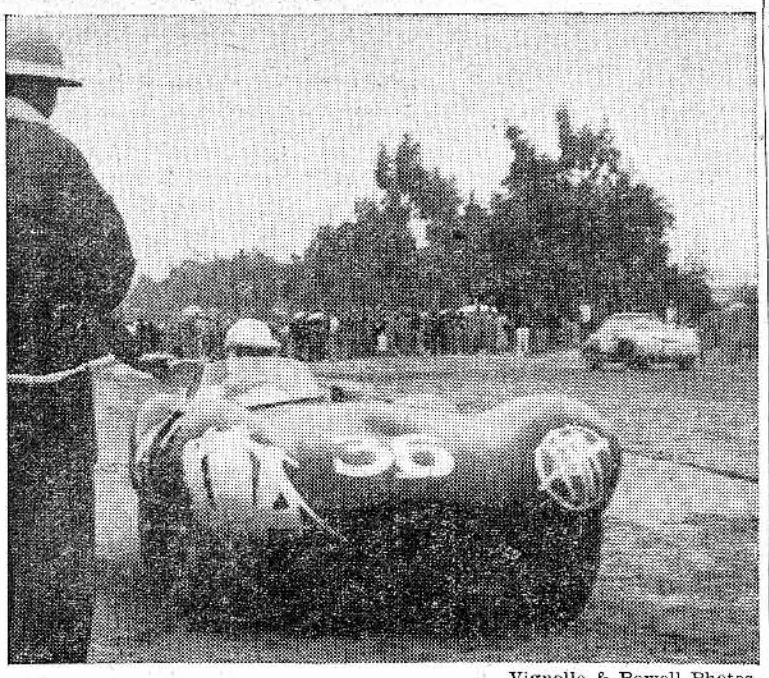
WINNING D JAG makes second pit stop 15 minutes before five-hour mark in Torrey Pines enduro. Sherwood Johnston starts to leave car, and gas hose swings into action as racer comes to a halt.



QUICK ONCE-OVER is given the powerplant. Johnston tells Jerry Austin how Jag handled as latter is ready to hop in while refueling is still in progress.

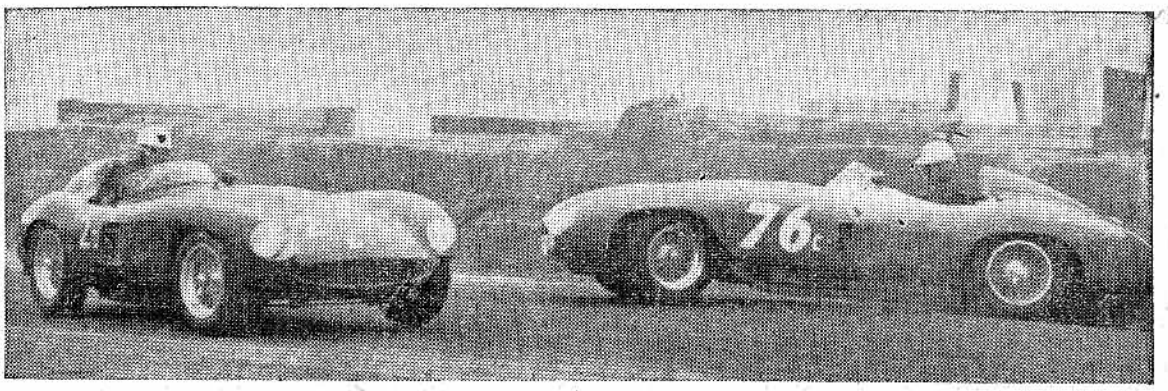


AUSTIN IS READY TO GO while Don Bobrick checks powerful English sports car. Blair Gibbons, still refueling, appears agitated, hollering to hurry up. Let's go!



Vignolle & Powell Photos

AND AWAY Austin goes. The entire operation took 1 min. 54 secs. Jerry, racing for only 16 months, drove the first 2½ hours, total of 3 hrs. 45 min. Jag covered 407.7miles, used 59 gals. of gas, 5 qts. of oil. Jaguar took 14 gals. of gas, 2 qts. here.



George Rubitschek

THIS DID IT—Ernie McAfee loses the lead 20 seconds after start of the over-1500cc main event at Torrey Pines. He is still spinning here on turn two, and going by him in a great big hurry is Phil Hill, who was forced out later. Ernie came up from 13th to finish second.

MOTOR RACING

Vol. 1—No. 8 Los Angeles, Calif. January 27-February 3, 1956

JAGUAR TAKES 3D STRAIGHT ENDURO; GREGORY TRIUMPHS

By Gus V. Vignolle

IT WAS Masten Gregory and the Maserati over Ernie McAfee and the Ferrari at the Torrey Pines finale—same deal as at Palm Springs a month ago.

But I'll tell you this—Gregory, who appears as out of place in a racing car as a Keystone Cop at the Forest Lawn bone orchard, was lucky this time. Lucky as h - - - l.

First of all, Ernie, the Beverly Hills imported car dealer, had a vehicle under him—Bill Doheny's 4.4-liter, 6-cylinder 735 Monza, better fitted for this course than the 3-liter Ferrari he tooled at the spa.

Masten, the studious-looking bespectacled 23-year-old from Kansas City, Kan., wasn't exactly pushing a model T—he had Parravano The Great's 3-liter Italian Maserati — and Maserati

(Continued on Page 8, Col. 3)

ALL THE Jaguar top brass, sub-brass, top flunkies and sub-flunkies—in the dumps of despair since the new D model fizzled last month at Palm Springs—perked up like a cannibal at a nudist camp along about dusk Jan. 14 at Torrey Pines.

For the pride and joy from Coventry, England, had boomed across the finish line to get Al Torres' checkered flag—an easy winner, by three laps and 47 seconds, in the third and final six-hour endurance race to be staged there by the California Sports Car Club and San Diego Jaycees. A record crowd of 10,000 was on hand.

The winning drivers were Jerry Austin, a handsome, 44-year-old steel fabricator from Arcadia, Calif., who has been piloting these go-buggies for

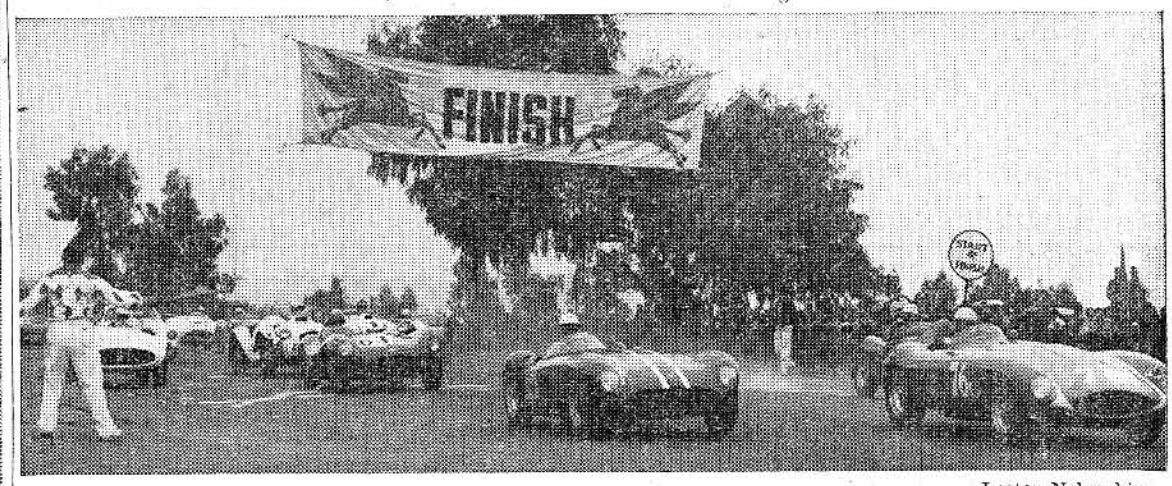
(Continued on Page 8, Col. 4)

Jim Dean Race Story Starts

First installment of the "Jimmy Dean Racing Story" appears today on page seven of MOTORACING.

It tells how the late great actor, a natural driver, was on the way to becoming a top-notch road racer when a highway accident claimed his life.

Read how serious Jimmy Dean was about racing, and what it meant to him.



Lester Nehamkin

OFF AND FLYING—Big-bore field gets off to a roaring start at Torrey. That's Ernie McAfee (76), Ferrari, shooting into the lead, followed by Phil Hill, on outside; Masten Gregory (185), Maserati, and Sherwood Johnston (63), D Jaguar. Gregory won the race.

SCCA Sets Palm Springs Race Card for Feb. 26

Eight races, including two for veteran cars and one six-lapper for under 1500cc sedans, will be staged by the Los Angeles Region of the Sports Car Club of America at Palm Springs Airport Sunday, Feb. 26. This is the first meet sanctioned by this group at the spa.

Practice and a concours d'elegance, at the El Mirador Hotel, are slated for Feb. 25.

Tentative plans call for four production races pitting cars of comparable performance, and two for modifieds. Objective is to separate the Mercedes-Benz 300SLs from the Austin-Healeys, lining the former up with the Jaguars. Similarly, the Healeys would go up against the Triumphs, and a distinction would be made among the Super Porsches and MGs.

This will be the 10th speedfest at the popular desert resort and marks the first program since Ignacio Lozano was elected president of the local region, succeeding Phil Curry.

No other information was available at presstime.

Midgets Race At Bonelli

Nearly a dozen Indianapolis pilots top the entry list of 30 drivers for the 100-lap USAC National championship midget auto race Sunday, Jan. 29, at Bonelli Stadium, Saugus.

The field includes Johnnie Parson, former Indianapolis winner, Johnnie Tolan, George Amick, Ray Crawford, Earl Motter, Danny Oakes and Johnny Boyd.

Clymer New Prexy of Horseless Carriagers

Floyd Clymer, Los Angeles publisher and automotive authority, has been elected 1956 national president of the Horseless Carriage Club of America.

National membership includes 6041 enthusiasts dedicated to the preservation of historical automobiles.

Vignolle & Powell

REAL EASY — Masten Gregory, 23-year-old Kansas City, Kan., driver, gets the checkered flag from Starter Al Torres as he wins the over-1500cc race with ease at Torrey Pines. He was driving 3-liter Maserati owned by Tony Parravano.

Tactics in Racing (Part 1):

Gourdsmanship

or

The Art of Getting Butter Side Down Without Actually Trying

By Henry Manney, III

WITH APOLOGIES to the famous Mr. Potter, whose equally famous titles I am subverting, this installment of Tactics in Racing will start with the all-important subject of Getting On Your Head. This quaint expression, to the uninitiated, can best be explained by referring to Lump-Lump's Law of Levitation, to wit; Being where you shouldn't at a speed which you oughtn't results in your being where you wishn't. Alternatively, reduced to Chaucerian English, it comes out as "Hafte makef wafte."

How does one go about inverting oneself in this Draconian manner? With today's sports cars that are constructed with the appearance and C. G. of a shovel-nosed shark it isn't easy. Of course with the highboys of old like the E.R.A. one misplaced cigarette butt and over you went. However, in these enlightened times something like a culvert, curb, strategically placed haybale or nice deep sand is required to do the trick.

Sometimes, of course, highly stressed suspension parts, wheels or tires give up and deposit you ignominiously in the ditch for the edification of the assembled multitudes. But it is really considerate of you . . . many of them would never see such an advanced chassis design any other way.

RUN OUT OF ROAD

By far the most common *raison d'etre* for an automotive tossed salad is simply running out of road. Here you are rushing down the straight in company with some other lunatic with whom you have been jousting for lo these many, the end of the race is drawing near, and you know it is necessary for everything to hang out if you are going to pass this younkel. He has been showing signs of getting on the binders just that little bit early and you figure that he is suffering from Ferodo's Syndrome and will shut off in advance and trickle around on the inside as he has been doing.

Yes, sir, you've got him snookered this time. So you leave your pattie on the loud pedal a smidgen longer, get on the stoppers, and look around for him before shifting down and away.

Where is he? Right in your pocket; he was following the same line of reasoning as you were. About this time you are reminded of another pair of physical laws, the ones having to do with centrifugal force and two bodies occupying the same space at the same time. One of three things happen now: you panic and miss your shift, you lock up all four wheels, or you try to power around the outside in the wrong gear. Almost nobody thinks of the most obvious out . . . pick an uncluttered spot in the decor and head for it.

LEAVE THE ALLEY

So now what? Most people, hoping against hope, will try to save it and keep going on the line of the road. This generally results in their sliding sideways off the alley, which sets us up on our leitmotif. We now have the Hobson's choice of whatever native soil decorates the region and in addition such addenda as rocks or iceplant to help us on our way; not forgotten the haybale(s) which may be placed just wrong for our particular caper. There is a sudden dip, a hole, a hump, and bumpety-bumpety-bumpety, a noise like Big Daddy Lipscomb falling in the bass drum and then all is quiet. Very quiet.

All the glass has stopped tinkling, all the detached body parts have come to earth, the vice grips have ceased their mad flight around the cockpit and there you hang like the three-toed sloth. You note with interest that all your cigars have escaped from your pocket and are resting comfortably on the ceiling and that your head is doing likewise.

BOX BROWNIE BRIGADE

About this time you start to hear the fuel pump gargling, the trafficator going ticker-ticker, and all the running feet coming to take pictures of you and then turn you back up.

The most remarkable thing about doin' the mambo is that it takes so long to get over with once you have started to lose it. You see with utmost clarity all the shocked expressions on the faces of the flagmen and race judges, the license number and bad oil seal on the car that has just passed you is burned into your memory, and you could draw perfectly the general physiognomy of the terrain immediately concerned.

While you are watching the landscape jump out at you there is plenty of time to reflect upon the advantages of heading for the basement and once you are lying down there is plenty of time to watch the scenery change.

TYPHOID IDIOT

Of course you wish the blasted business would hurry up and get itself over with and once it is and you are upright again, your only emotion is an abiding fury for being such a typhoid idiot as to use up the equipment while everyone else putters on to finish.

At some future date we shall go into the various types of automotive inversions such as the Slow Roll, Immelman, Wall of Death, Mumbledy Peg and I Search for Adventure. Also we shall investigate several well known members of the Hero Driver club and see how they were tapped for membership in this necessarily exclusive organization. In the meantime, however, don't you try to join. The dues are apt to be high.

Cunningham Bolsters Jaguar Race Efforts

NEW YORK, Jan. 24.—Briggs Cunningham, noted sportsman and sports car enthusiast, is now associated with distribution and servicing of Jaguars in a large area of northeastern U.S. and retail sales in New York City. He will be president of both wholesale and retail companies. It is expected he will supervise Jaguar's racing efforts in the U. S. and possibly abroad.

In 1953 and 1954, he succeeded in placing his cars third in the famous 24-hour Le Mans Grand Prix d'Endurance classic in France. He achieved this record in spite of the fact he had been in the production field only a few years, as compared to the lifetime spent in the automotive business by most of his competitors in the events.

First Women's Race Held at Torrey in '51

The first women's race run in Southern California was at Torrey Pines in December, 1951, not at Madera, 1952, as stated earlier.

Original source for the Madera date was the files of the Women's Sports Car Club, but recent information indicated this date applied only to the events run after the formation of the WSCC.

Josie von Neumann, noted feminine driver, competed in the first race held for women, supplying the correct date.

MOTORACING

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★ Letters to the Editor ★

Plug from Maserati

I have been receiving your newspaper and wish to congratulate you on the first newspaper dedicated to motor racing, and giving the most interesting information I have seen in this country so far.

California is the place in the U.S. where I believe there is a more keen sense of feeling for automobile racing than anywhere else. It is unfortunate that, due to our activity in the machine tool business we have to be located in New York.

We publish a little News Bulletin every month, giving some information on our automobiles, as well as on European races. We would like to have this bulletin advertised in your newspaper (we mail them without charge, and anyone wishing to be put on our mailing list has only to send us their name and address.)

Serge Toumaniantz,
Maserati Corp. of America,
Westbury, L.I., N.Y.

Interest from Ford

We are looking forward to MOTORACING and are grateful to Tom Scripps for suggesting that you send the paper to us.

I would like to be placed on the subscription list.

Walter G. Curtis,
Assistant Manager,
Ford Motor Co.,
Dearborn, Mich.

Lauds Sam Weiss

I want to take the opportunity to bring to your attention one of the most amazing feats of good and consistent driving that it has been my pleasure to be witness to in quite a considerable length of time.

I mean the outstanding job accomplished by one of our well known California drivers, to wit: Sam Weiss driving a little 1200cc Osca against a full field of "550" Porsches, (there were almost as many "550's" as there were Ferraris' at Nassau).

Sam did a fantastic job of driving in order to cream all but one "550" which was driven by E. W. Crawford. Sam finished second in class "F" and TENTH overall two laps ahead of the winner of class "E" in a Mondial Ferrari . . . and the quantity of other larger cars on a track actually best suited for the large cars . . . I firmly believe that Sam should get full recognition for this outstanding drive.

Another good performance was put up by my son Louis Jr., who won the main event for Formula 3 cars, driving the mark 8 Cooper-Norton belonging to Warren Myllenbeck of North Hollywood.

(Continued on Page 9, Col. 5)

★ SPORTS CAR-TOON . . . by Bill Harmer

'WHAT WILL IT BE WHEN IT GROWS UP?'

THE DUKE WONDERS . . .

IF THAT meeting between Sam Hanks, Al Torres and others won't have a strong and generally unsuspected effect on California racing this season?

What red-faced writer attended a race committee dinner at Torrey Pines at the suggestion of friends only to discover later that it was a private party being given by the race chairman?

What experienced course marshal couldn't master the emergency tank switch on a Porsche and had to be brought in from the back straight by a spectator?

How many people know that Rene Dreyfus has been asked by the factory to manage their team of three Corvettes at Sebring?

If the upcoming young man who drives a production car that only money can buy for the owner knows that it's privately accused of being a non-production car?

What happened to the five men who helped push a crippled car along the pits at the end of the six-hour race and then disappeared into the crowd before getting to the start-finish line?

If we're violating any confidences by revealing that Race Coordinator Al Papp got married while down in San Diego preparing for the Torrey Pines races?

Why someone doesn't tell the track announcers how to pronounce Kunstle's name correctly?

When they're going to straighten out the black flag procedure so there won't be a repetition of the snarl involving a trophy winner in the six-hour race?

Whether it's common knowledge that Phil Hill turned down a factory offer to race a Corvette in favor of his Ferrari?

If the deal has finally been closed that will see the next race backed by the San Diego Junior Chamber of Commerce being held outside of San Diego county?

If it's true that Lance Reventlow and Johnny von Neumann are buying a Mercedes-Benz 300SLR (catch that "R" in there) for Phil Hill to drive?

If Johnny von Neumann knows how many people were glad to see him back at the CSCC events?.

If the various sports car notables couldn't get together and get a discount rate on their traffic citations because of volume?

Why San Diego always comes up with second-rate Als and Annies when those at the rest of the courses are spic and span?

Why CSCC officials didn't have the courtesy to inform Francois Crouzet that he had been disqualified before sending the trophy out to be engraved otherwise?

If the crackpots who claim MOTORACING is subsidized by the California Sports Car Club are aware of the fact that of the hundreds of congratulatory letters and wires received by this publication (including many from small local clubs, like the Arrowhead Foreign Car Club, and from clubs in New York, San Francisco, England, etc.) not one peep came from the CSCC (or the L.A. Region of the Sports Car Club of America, for that matter)?

If Bruce Kessler knows that many drivers and fans were genuinely sorry to see him disqualified at Torrey Pines, while Rudy Cleye, who isn't exactly No. 1 popularity boy around here, got a lot of sharp blasts for his protest, which was disallowed (Bruce was out on another infraction)?

When MOTORACING will receive that list revealing all the chiselers who have been getting by with "production" cars that have absolutely no business in that classification (want to expose 'em soon)?

• Vignettes

★ ★ ★

NO PRO TAINT AT SEBRING, BUT WATCH OUT AT OTHER SPORTS CAR RACES

by Gus V. Vignolle

NOW THAT THE SCCA has okayed its drivers, allegedly "amateur," to compete in the $10,000 Sebring race, you can look for the rival group here, the California Sports Car Club, to follow suit.

That's a lead-pipe cinch as this ridiculous pro-amateur feud continues.

GUS V. VIGNOLLE

Did you notice the SCCA said the rule applied only for this race. They can compete providing they don't accept any of that legal endive. Drivers would not get the pro taint in this one, but in other pro races they would.

How silly can you get, Agatha?

Drivers who competed in that Willow Springs pro thing are barred from CSCC and SCCA races, yet others who have raced pro—and that's the word—in other events here and abroad are allowed to continue blithely on their way.

Well, soon there'll be no worry, because everybody will be in the pro bracket. That is, the name drivers, anyway. Any takers?

Bob Plass called our Anne Evans from New York to say that he had lunch with some of the Chevrolet brass and Rene Dreyfus, who was asked if he'd head their team of three Corvettes that go at Sebring. Bob also mentioned that the Corvette had done 151-plus mph in the stock car races at Daytona.

John Fitch, by the way, may also be on the Corvette team.

BIG VICTORY FOR DKW

Peter Satori reports another DKW victory—this one in the big Monte Carlo rally, the most important in Europe. Driven by a French private owner, the German car won the touring class up to 1300cc. It was a normal series production job and was third in general classification.

Said Peter: "Again it was 100 per cent reliability."

Peter sells the DKW, about which Roger Barlow has written so highly.

And talking of the small cars, reminds us that the under 1500cc sedans go in a six-lapper at the SCCA Palm Springs races Feb. 26.

Right now we'd like to lay 8-5 that the class H victor in that one—and right up there overall—will be Frank Aldhous in Johnny Green's 750cc French Renault.

Since the car's success at Torrey Pines, Green has announced a speed-up in racing plans for the rear-engine car. Aldhous piloted the new 4CV model ahead of 11 cars with larger engine displacement—two in class G and nine in class F. It finished in front of an MGTC, DKW, Borgward, Dyna Panhard, MGTF, MGTD, Hillman Husky, two Volkswagens, a Porsche Speedster (!) and a Singer SM1500.

The new model has a Ferlec automatic clutch, eliminating the clutch pedal.

HILL OFF TO BUENOS AIRES

Phil Hill left last Sunday for Buenos Aires and a 1000-kilometer race this coming week-end at the Argentine capital . . . Did you hear about Stirling Moss making the can at San Diego during the Torrey Pines races? They said he was doing 55 mph in a 35-mile zone behind the wheel of Eric Hauser's and Francis Powell's Buford. And he didn't have an operator's license. Brother, he was bloody well hot over being hauled to the canola, where he was finally sprung on a total of $80 bail. They wouldn't do that to an American in London. San Diego cops, though, don't give a good - - -!

Ray Frug is now home from the hospital. The CSCC official is looking great, would like to see his friends. Check by phone first to see if it's convenient—ST. 9-4794 . . . Jack Douglas put a classified ad in this issue, wanting to find out if anybody shot a picture of his flip at Torrey. Will he be surprised when he sees his Jag upside-down in this same issue.

In case he doesn't know it, Rudy Cleye didn't make any friends for his protest that Bruce Kessler didn't slow down for the yellow flag at Torrey. The judges disallowed the beef, for which there were lots of cheers. But Bruce got the bounce anyway for removing his helmet during the cool-off lap.

LETTERS MUST BE SIGNED HERE

And you should have seen the letter we got on this one. It would have been a GOOD one to print, but unfortunately it was anonymous, being signed "Driver." You'll have to sign it, Mac, to get it in MOTORACING.

If you think those Indianapolis championship car drivers can't handle a sports car, guess again. Tony Parravano, who is on the prowl for talent, had Johnnie Parsons, Pat O'Connor and Jimmy Bryan whipping his 3-liter Maserati at Willow Springs. Parsons, 1:46; O'Connor and Bryan, 1:47. Masten Gregory was there, too. His lap: 1:51. Tony, by the way, had better get himself some mechanics for his stable of cars (24 now!). No sense in having drivers like Pete Lovely and Lou Brero working all night to get the machinery in shape. Tony soon will receive a new 4.9 Ferrari, said to be a real corker.

THAT NEW MGA REALLY GOES

Ernie McAfee sold the 3-liter Ferrari Monza to Temple Buell, Jr., of Denver . . . Boy, that new MGA is a corker. Johnny Williamson of Williamson Motors let us wheel one around the other day. Hard to beat . . . We predicted the D Jaguar could take it all if it was in shape. Look what happened . . . Check the terrific layout on the MG in the current issue of Sports Cars Illustrated. Great! . . . Lew Kaplan, the CSCC official, was presented with a 7 lb. 4 oz. boy, Lee Cameron, t'other day by wife Joyce. It was their second boy . . . Danny Royce went all-out to make it comfortable for the race crowd at the Hotel La Jollan. It was a good deal . . . Enjoyed a nice chat with G. H. Lange, managing director for Volkswagen, recently.

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Chrysler 300 Scores 1-2-3 At Phoenix

By Bill Lewis

PHOENIX, Jan. 22.—The fabuous Chrysler 300s, with Buck Baker in the lead, swept the first three spots in Promoter Ernie Mohamed's 150 mile NASCAR Grand National late model stock car race here this afternoon before 5,212 fans.

Baker took the lead on the 114th lap from teammate Tim Flock and won by a hood over his other teammate, former AAA stock car king Frank Mundy, to pick up $1500. Flock finished third, half a lap behind after his brakes started fading.

Yesterday's time trials were washed out by rain and were held before today's race. Joe Weatherly, Norfolk, Va., '56 Ford, set fastest time at 50.48. As the track packed and dried during the race, Baker turned one unofficial lap at 44.95 for an average speed of 80.09 mph.

MUNDY TAKES LEAD

Mundy took the lead from his fifth starting position. Flock passed him on the third and led until the 90th lap. Meanwhile Baker pitted on the 16th for tires.

Jim Stapley provided the top thrill on the 57th when he flipped and completely demolished his mount. He was unhurt.

Mundy went back into the lead on the 90th. Baker managed to get by Marvin Panch on the 112th for third.

HUB TO HUB

For the last 25 laps Baker and Mundy ran hub to hub for one of the most thrilling finishes in the history of Arizona racing competition. Several times Mundy edged on the inside of Baker and tried to slip into the lead, but each time the Charlotte speedster managed to keep the Atlanta flash behind him.

Carl Kiekhaefer, prexy of the winning Mercury Outboard team, pointed out that Mundy was using a car with powerflite transmission as compared to Baker's straight stick, giving Baker an advantage of about 25 horses which might have made the difference in the final result. Even though Mundy had the advantage in the shutes, Baker was able to keep Mundy behind on the turns.

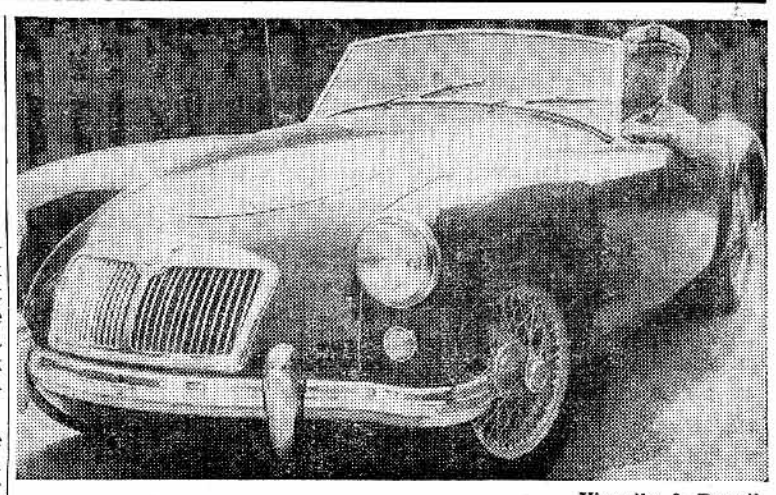
The time was 2:19:44.74.

HOW THEY FINISHED

1. Buck Baker, Charlotte, N. C., 55 Chry. 300; 2. Frank Mundy, Atlanta, 55 Chry. 300; 3. Tim Flock, Atlanta, 55 Chrys. 300; 4. Marvin Panch, Gardena, 56 Ford; 5. Lee Petty, Randelman, N. C., 56 Dodge; 6. Scotty Cain, Venice, 56 Ford; 7. Joe Weatherly, Monroe, N.C., 56 Ford; S. Clyde Palmer, San Jose, 55 Merc.; 9. Mel Larson, Phoenix, 56 Ford; 10. Jim Blomgren, Norwalk, 55 Merc.; 11. Blackie Pitt, Rocky Mount, N. C., 55 Olds.; 12. Herb Thomas, Sanford, N. C., 56 Chev.; 13. Chuck Meekins, Gardena, 55 Chev.; 14. Allen Adkins, Fresno, 55 Dodge; 15. Lloyd Dane, Buena Park, 56 Merc.; 16. Ed Pagan, Lynwood, 55 Chev.; 17. Ted Cannady, Collinsville, Va., 55 Chev.; 18. George Seeger, Whittier, 56 Ford; 19. Ernie Young, Garden Grove, 53 Pontiac; 20. Jack McCoy, Medford, Ore., 56 Nash Rambler; 21. Bill Moore, Phoenix, 56 Ford; 22. John Lansaw, Anaheim, 55 Ply.; 23. Howard Phillippi, Torrance, 55 Chev.; 24. Bob Ruppert, Las Vegas, 55 Chev.; 25. LeRoy Dashield, Okla. City, 56 Buick; 26. Dutch Munsinger, Okla. City, 56 Buick; 27. Bill Stammer, Garden Grove, 55 Chev.; 28. Jim Cook, Anaheim, 56 Pontiac; 29. Jim Stapley, Phoenix, 56 Ford; 30. Sherman Clark, Yuba City, Calif., 55 Chev. Winning time: 2 hrs. 19 min. 44.74s.

TIME TRIALS

Car No.	Driver	Car	Make	Time
11	J. Weatherly	56	Ford	50.48
12	Bill Stammer	55	Chev.	50.72
98	Marvin Panch	56	Ford	50.75
42	Lee Petty	56	Dodge	50.93
30	Frank Mundy	55	Chrys.	51.22
300	Tim Flock	55	Chrys.	51.48
34	Sherman Clark	55	Chev.	52.04
48	Bill Moore	56	Ford	52.09
5	Clyde Palmer	55	Merc.	52.44
92	Herb Thomas	56	Chev.	52.92
55	Mel Larson	56	Ford	53.04
301	Buck Baker	55	Chrys.	53.33
32	Ted Cannady	55	Chev.	53.40
22	George Seeger	56	Ford	53.53
9	Jim Cook	56	Pontiac	53.73
2	Allen Adkins	55	Dodge	53.82
76	D. Munsinger	56	Buick S.	53.90
10	Scotty Cain	56	Ford	53.93
11x	Jim Stapley	56	Ford	54.10
20	How. Phillip	55	Chev.	54.87
99	Jim Blomgren	55	Merc.	55.05
45	Ed Pagan	55	Chev.	55.22
225	Lloyd Dane	56	Merc.	55.31
56	C. Meekins	55	Chev.	55.78
49	Bob Ruppert	55	Chev.	56.20
91	John Lansaw	55	Plym.	56.85
59	Blackie Pitt	55	Olds.	56.97
66	LeR. Deshield	56	Buick S.	57.16
96	Jack McCoy	56	Nash R.	58.66
41	Ernie Young	53	Pontiac	62.87



Vignolle & Powell

WORTHY SUCCESSOR to MG heritage is the new '56 MGA, test-driven by Commodore Wilbur Harmer, shown at wheel. Car was provided by Johnny Williamson of Williamson Motors, 3153 W. Pico Blvd. The commodore agreed it is the smartest, fastest and safest MG ever engineered. In addition to strength and stamina of its predecessors, MGA boasts acceleration, high maximum speed, powerful braking and fine road holding qualities. Four-cylinder 1489cc ohv engine has twin semi-downdraught SU carburetors, each with its own filter. Maximum speed around 95 mph. 68 bhp at 5500.

SCCA Drivers OK'd For Sebring Classic

By Elaine Bond

DETROIT, Jan. 23.—(Special to MOTORACING)—Members of the Sports Car Club of America will be allowed to race in the $10,000 Sebring (Fla.) 12-hour enduro this spring and still retain their "amateur" standing, providing they do not accept cash.

ELAINE BOND

That was the verdict of the "stickiest" problem before the Contest Board at the 12th annual meeting of the SCCA here.

The ruling will hold only for the Sebring race.

It was pushed through by Briggs Cunningham following a lengthy meeting of the board. Earlier, at the opening of the conclave Saturday, attended by more than 400 members, Jim Kimberly, the ace Chicago driver, was elected president and promised prompt action on the ticklish Sebring issue.

Some members wanted Sebring banned to SCCA drivers because of the prize money offered, while others pressed for an OK if prize money was not accepted. Still others felt that since Sebring is the only FIA-sanctioned event in this country, perhaps a change in policy could be effected.

Importance of the Sebring issue was clear, since it affects every American driver, SCCA member or not.

(Editor's Note: MOTORACING contacted officers of the California Sports Car Club in Los Angeles, largest independent club in the U.S., to determine what action would be taken. They said a decision will be made soon after a meeting of the Board of Governors. From sources believed to be reliable, MOTORACING learned that the CSCC will follow suit.)

In addition to Kimberly, other officers elected are William B. Lloyd, Southport, Conn., vice-

(Continued on Page 8, Col. 1-2)

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1-27-56

Six-Hour Racing Chart

7th RUNNING TORREY PINES

(Sponsored by California Sports Car Club and San Diego Jr. Chamber of Commerce—January 14, 1956.) (Compiled by Long Beach MG Club Scoring Team under direction of DOUG BAILELY, Scoring Marshal—Data on Non-Finishers by MYRA JONES.)

TIME, 6:00:30; AVE., 67.85; LAPS, 151; MILES 407.7

Pos.	Car #	Sec. Behind	Driver	Make of Car	Class Pos.	Index of Perform.	
1	36		Austin Jerry Johnston, Sherwood	Jaguar 'D'	1C	1.108	8th
2	88	3L:47	McAfee, Jack	Porsche Spy	1F	1.198	2nd
3	127	4L:56	Kunstle, J. P.	Porsche Spy	2F	1.191	3rd
4	61	5L:110	Pringle, W. B. Jackson-Moore, Roy	Aust Heal 100S	1D	1.097	9th
5	93	7L:129	Wilcox, J. B. Miller, Ak	Merc. 300SL	1Dp	1.069	15th
6	98	13L:52	Jones, Harry	Merc 300SL	2Dp	1.025	18th
7	121	13L:76	Peterson, Jim Yarter, Ned	Arnolt Bristol	1Ep	1.074	10th
8	55	19L:26	Freutel, Ed Monise, Frank	Lotus Mk VI	1G	1.135	7th
9	131	10L:36	Parkinson, Jim Hanford, Harry	MG-A	1Fp	1.071	13th
10	167	19L:96	Swanson, Ken Forbes-Robinson, E.	MG-A	2Fp	1.071	14th
11	171	20L:24	Roberts, Don Oddus, Jean	Porsche Spdstr	3Fp	1.063	16th
12	135	20L:45	Ives, Ennals Jr.	Cad Allard J2X	1B	.960	24th
13	247	22L:50	Bonenberger, Harry Wenger, Paul	TR-2	2Ep	1.002	20th
14	100	22L:51	Eastman, Richard D'Nelly, Gregg	Aust. Heal	3Dp	.969	22nd
15	181	23L:02	Crouzet, Francois (Disqualified Pending Contest Board Hearing)	DB Panhard LM	1H	1.211	1st
16	132	23L:180	Feuerhelm, Duane Richards, Gerald	MGTC	4Fp	1.072	11th
17	26	23L:240	Lumkin, J. E.	MGTF	5Fp	1.072	12th
18	53	24L:09	Brumby, Jack Sawyer, Bob	Ferrari	1E	.987	21st
19	41	26L:44	Conroe, Jerry Howard, Ray	Porsche S. Spd	6Fp	1.014	19th
20	89	27L:59	Boyd, Dr. Ed DeOlivera, Hank	MGTD Sp	3F	1.032	17th
21	169	27L:70	Porter, John	Aardvark	2H	1.174	4th
22	254	29L:03	Orr, Jim	Devin Panhd	3H	1.155	5th
23	84	29L:150	Patterson, Dr. R. Long, Tony	Crosley Hotshot	4H	1.153	6th
24	106	32L:61	Cooper, Gordon Cerswell, Gordon	Porsche Cpe	7Fp	.964	23rd
25	24	35L:28	Barker, Ed Dillaway, G.	Porsche SuSpl	8Fp	.942	25th
26	34	47L:41	Brandreth, Ed, Brunner, Mark; Bundy, Peter	TR-2	3Ep	.810	26th
27	46	58L:19	Morgensen, R. C. Hough, Boyd	Morgensen Sp.	2B	.685	30th
28	00	61 :10	Buchanan, Geo. Chamberlain, Jay	Lotus Mk IX	2G	.774	27th
29	59	62L:49	Oker, Bob	Morgan Plus 4	4Ep	.691	29th
30	237	65L:34	Taylor, Sam Piercy, Bob	MGTD MKII	9Fp	.720	28th

Eligible But Did Not Start

5—Rusty Miller	MG Special	Broken axle in practice.
7—Dave Radinsky	Abarth Fiat	Broken crankshaft in practice.
17—Jim Orr	Ermini	Drove another car.
18—Carlyle Blackwell	Jaguar C	Business in LA.
35—Ralph Phillips	Jaguar XK120	Hit hay bale in practice.
37—Wells Forde	Mercedes 300SL	Arrived after course closed.
49—George Dilloway	TR-2	Scratched.
57—W. R. Turner	Porsche S. Spdst.	?
86—Dale Johnson	Porsche Spdst.	?
87—Art Wilcox	MGTD	Car not ready.
111—John von Neumann entry Ken Miles driving	Porsche 550	Flipped in practice.
185—Tony Parravano entry	Masserati Spyd.	Arrived after course closed.

Did Not Finish

6—Mill Murphy	Buick Kurtis	Broken header pipe.
9—Bill Friedauer	Porsche Su. Splst.	Dropped valve.
13—Paul Berry	Arnolt Bristol	Skidded on gas, hit something.
22—Harry "Champ" Hanford	MGTF 1500	Broken axle at start.
25—Cy Yedor	OSCA	Cam followers gave out.
39—Bob Will	MGTD	Broken rod.
43—Ray Pickering, Bill Douskess	MGTD	Ring trouble.
51—Fred Woodward Harold Erb	Jag Spec.	Hit dirt, broke oil pan.
63—Sherwood Johnston	D Jaguar	Hit hay bale, returned to pits to pull out left front fender before 45 min. Disqualified.
69—Hayes Trukke	Morgan	Slid into hay bales. 43 min.
70—Pearce Woods	D Jaguar	Rod Bearings.
75—Rex Huddleston	Totus Mk IX	Spun out, hit hand, pushed front end into tires.
76—Ernie McAfee	Moretti	Broken rear hub.
81—Walt Stone	MGTD	Didn't complete 3 hours.
82—Phil Hill	Ferrari Mondial	Engine blew up.
85—Pete Lovely	Maserati Spyder	Broken valve.
96—John McLaughlin	Porsche 550	Broken cam.
110—Bumpy Bell	OSCA	Broken spindle before 1st 45 min.
112—Stan Mullin, Henry Manney	Panhard	Pit stop to reset timing before first 45 min.—Disqualified.
130—Mel Curland	Austin Healey	Broken fuel line.
139—Wm. Darnold	C Jaguar	?
142—Jim Mills	Austin Healey	Freeze-out plug dropped out, motor blew up.
140—Ed Krentz	TA2	Losing oil.
173—Dick Seage Frank Varnum	TA2	Connecting rod broke.
172—Eric Hauser Max Balchowsky, Buford Victress		Didn't complete 3 hours.
176—Terry Hall	Mercedes 300SL	Hit tree, turn 6.
188—Jack Duff	Panhard	Distributor broke loose (last lap).
265—Lew Spencer	MGTC	Clutch blew up (5½ hours).
285—Louis Brero	Ferrari Spyder	Push start, disqualified.

Cripples—But Finished

24—Ed Barker, George Dilloway	Porsche Su. Spd.	Sucked valve.
46—Dick Morgensen	Morgensen Special	Broken or bent radius rod.
190—Geo. Buchanan, Jay Chamberlain	Lotus MK IX	Drain plug dropped out.
59—Bob Oker	Morgan +4	Broken crankshaft.
237—Sam Taylor, Bob Piercy	MGTD MKII	Rod bearings.

Drove Complete 6-Hour Race Alone

88—Jack McAfee	Porsche Spyder	—Not even a pit stop or gas stop	
127—Jean Pierre Kunstle	Porsche Sp.	181—Francois Crouzet	DB Panhard
98—Harry Jones	Mercedes 300SL	169—John Porter	Aardvark
135—Ennals Ives Jr.	Cad-Allard J2X	254—Jim Orr	Panhard

RESULTS FOR JAN. 15, 1956

Race No. 1 Race Title: Prod. up to 1500cc Time: 31:52 Ave. 61.73
Laps 12 Miles 32.4

Pos.	Car No.	Sec. Behind	Driver	Make of Car	Class F	Position G	H
1	57		Kunstle, Jean P.	Porsche S. Spd.	1		
2	86	:16	Johnson, Dale	Porsche Spd.	2		
3	15	:22	Hudson, Ron	Porsche S. Spd.	3		
4	131	:29	Parkinson, Jim	MG-A	4		
5	41	:33	Conroe, Jerry	Porsche S. Spd.	5		
6	167	:52	Forbes-Robinson, E.	MG-A	6		
7	104	:71	Tomerlin, Ed	Porsche Cont. Spd.	7		
8	109	:96	Donner, Robert	Porsche Cpe.	8		
9	105	:112	Barker, Ed	MGTF 1500	9		
10	113	:114	Bracker, Lewis	Porsche S. Spd.	10		
11	22	:159	Shipman, Richard	MGTF 1500	11		
12	141	:162	Sinclair, S. L.	MG TD	12		
13	133	1L:03	Royer, Don	MC-A	13		
14	116	:45	Schroeder, Chuck	MGTF	14		
15	30	:49	Turner, Bruce	MGTD MKII	15		
16	126	:50	Brauer, Don	MGTC	16		
17	118	:82	Miller, Paul	MGTD	17		
18	71	:102	Pearson, Ron	Volvo	18		
19	151	:104	Miller, Leon	Singer SM1500	19		
20	78	:115	Greenaway, Jack	MGTF	20		
21	115	:122	Aldhous, Frank	Renault 4CV			1
22	45	:130	Gilluley, Don	MGTC	21		
23	23	:178	Treichler, Harold	DKW Sonder		1	
24	20	2L:23	Smith, Douglas	Borgward Isab.	22		
25	355	:46	Peterson, Jim	Dyna Panhard		2	
26	32	:74	Nixon, Jay	MGTF	23		
27	203	:86	West, Anthony	MGTD	24		
28	140	:116	Hardy, Lyle	Hillman Husky	25		
29	31	:131	Alcouloume, A. H.	VW	26		
30	128	:179	Kauer, James	VW	27		
31	52	4L:75	Robeson, Lewis	Porsche Spd.	28		
32	122	:180	Martin, John	Singer SM1500	29		

37 starters—14 under 1300, 19 over 1300, 3G, 1H. Did not finish: 38, Thomas Baker, MGTD, Spark plug wire came off; 39, Steve Dredge, MGTD, Threw rod, Dropped clutch cable; 108, Francois Crouzet, Panhard sedan, Overheating; 146, Jack Kader, Hillman Husky, ?; 174, Dennis Shillam, Porsche, Spun out, turn 2, hit wall off course, cave in rear wheel.

(Continued on Page 5, Cols. 1-2)

NEEDLESS TO SAY HE DID

Elks Honor Race Drivers

Top sports car and auto racing drivers will be honored by Los Angeles Elks Lodge No. 99 at 6:30 p.m. Wednesday, Feb. 1, at the Elks Club, 607 S. Parkview St.

Johnny Yates and Wes Mahaney are co-chairmen of the event, according to Exalted Ruler Cameron L. Lillie.

Guest of honor will be Bob Sweikert, 1955 AAA national champion and last year's winner of the Indianapolis 500-miler. Tom Hanlon, sports announcer, will be master of ceremonies.

Guests include such racing greats as Pete De Paolo, Sam Hanks, Danny Oakes, Cal Niday, Johnnie Parsons, Jimmy Bryan, Roger Ward and George Amick.

The famous $300,000 Novi racing car will be on display as will scores of other racing cars and domestic and foreign sports cars.

MILES' PORSCHE DEBUT A SUCCESS

Ken Miles' debut under the Johnny von Neumann colors at Torrey Pines was a big success, which immediately explains, of course, that Artist Tipper was kidding in his cartoon above.

Forsaking the MG Special for the powerful von Neumann 550 Porsche Spyder, Ken flipped end-over-end in practice before the six-hour race. Although unhurt, the car was totaled.

But the next day Miles turned in two masterful races with the German car. He won the under-1500cc main with ease, lapping everybody except Pete Lovely and Jack McAfee.

And then he came right back to place third with a 1498cc machine in the next race behind such big cars as a 3-liter Maserati and a 4.4-liter Ferrari in the over-1500cc main event.

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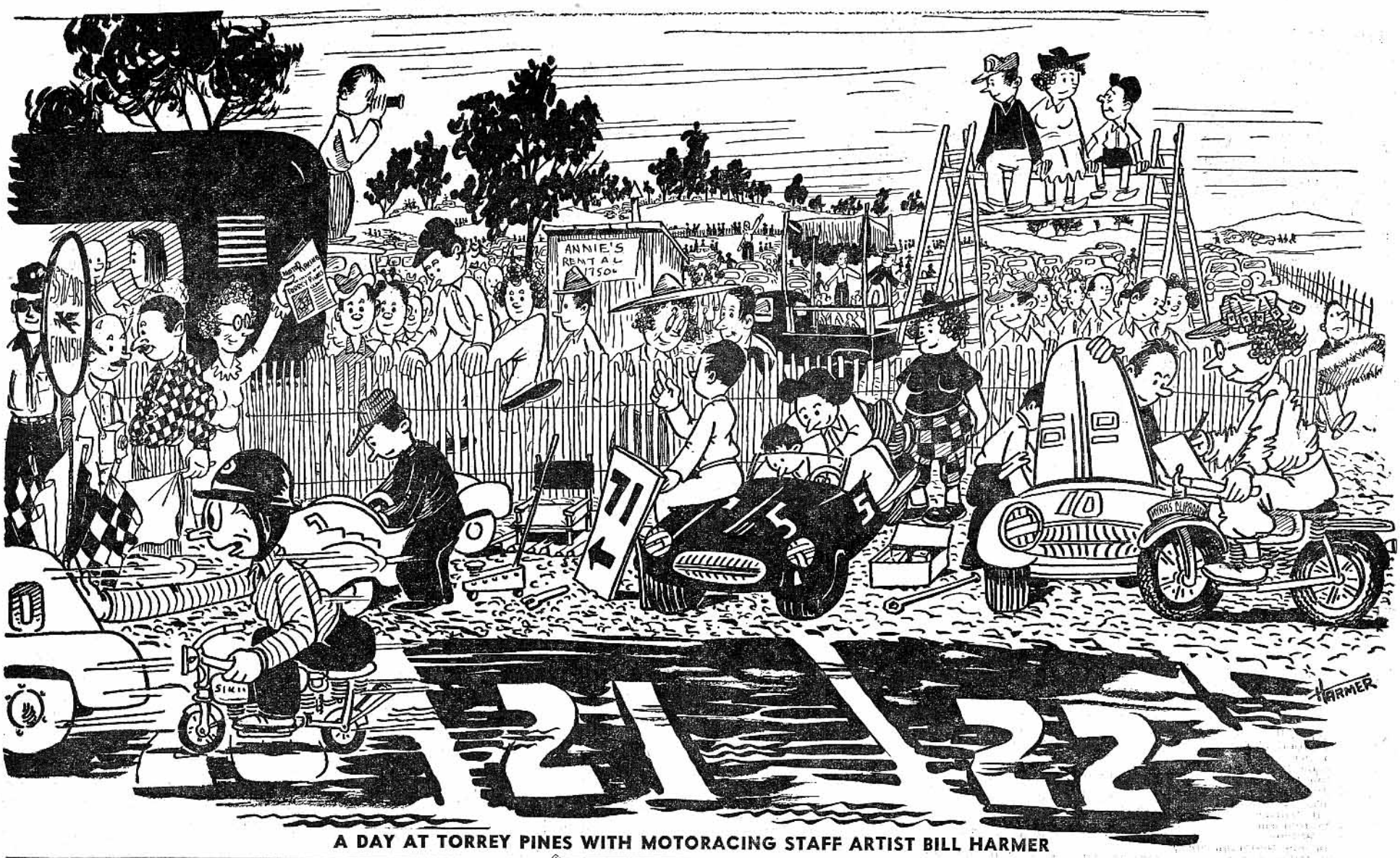


A DAY AT TORREY PINES WITH MOTORACING STAFF ARTIST BILL HARMER

ADDITIONAL CHARTS—From Page 4

Race No. 2 Race Title: Prod. over 1500cc, Formula Libre & Formula III Time: 31:19 Ave. 67.27 Laps 13 Miles 35.1

Pos.	Car No.	Sec. Behind	Driver	Make of Car	Class Position C	D	E	III
1	16		Kessler, Bruce	Merc. 300SL		1		
			(Disqualified for removing helmet during cool-off lap)					
2	12	:12	Cleye, Rudy	Merc. 300SL		2		
3	93	:42	Miller, Ak	Merc. 300SL		3		
4	83	:67	Peterson, Jim	XK120	1			
5	103	:75	Critchlow, Ces	XK120M	2			
6	98	:88	Jones, Harry	Merc. 300SL		4		
7	134	:128	Irvin, Hugh	XK140M	3			
8	13	:134	Willett, Robert	Arnolt Brist.			1	
9	129	1L:16	Bishop, Noble	TR-2			2	
10	313	:23	deLado, Attila	XK120	4			
11	37	:46	Forde, Wells	Merc. 300SL		5		
12	72	:58	Hivley, Gerald	XK120	5			
13	247	:99	Bonenberger, Harry	TR-2			3	
14	100	:106	Eastman, Richard	A-H		6		
15	177	:110	Ebersole, Howard	A-H		7		
16	77	:113	Hall, Larry	A-H		8		
17	62	:127	Watkins, Wm.	TR-2			4	
18	212	2L:27	Dane, Stuart	Dane Triumph				1
19	183	:31	Rompell, Shay	JAP MKVII				2

30 starters—9C, 9D, 7E, 2FL, 2 Form. III, 1 Formula Libre. Did not finish; 4, Don Hulette, TR2, Bashed in rear end; 19, Robert Kudler, Jaguar XK140MC, Overheated, lost clutch; 21, Bill Freedman Jr., Jaguar, Hit hay; 47, Wally Edwards, Edwards Special, Hit hay, tore out axle; 66, Terry Hall, Talbot Lago, Ran out of fuel; 69, Hayes, Trukke, Morgan, Hit hay bales; 79, Eugene Koop, Warren Frinchaboy, TR3; 80, Jim Matthews, Jaguar, Lost clutch; 99, Tony Williamson, Austin Healey, Bent rod; 101, Harry Morrow, J.A.P., Threw rod out case; 350, Rick Lambie, Jaguar XK120, Hit hay bale.

Race No. 3 Race Title: Women's Time: 15:59 Ave. 60.75 Laps 6 Miles 16.2

Pos.	Car No.	Sec. Behind	Driver	Make of Car	Class Position C	E	F
1	10		Sawyer, Pat	Frazer-Nash LM		1	
2	134	:05	Hoppe, Dr. Hildreth	XK140M	1		
3	129	:56	Bishop, Mary	TR-2		2	
4	67	:59	Anderson, Janet	Porsche Sup. Cpe.			1
5	97	:84	Scott, Linda	MGTD			2
6	133	:180	Turner, Eunice	MG-A			3

Race No. 4 Race Title: Mod. up to 1500cc Time: 59:55 Ave. 70.1 Laps 26 Miles 70.2

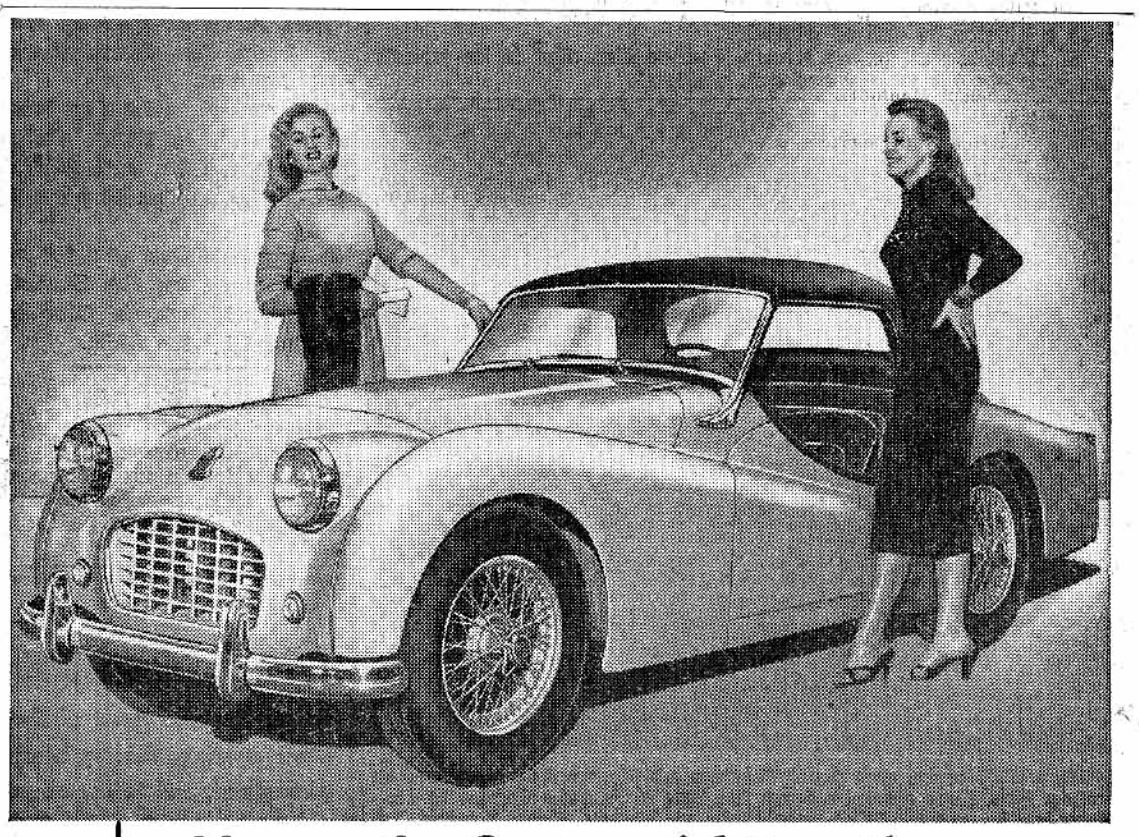
Pos.	Car No.	Sec. Behind	Driver	Make of Car	Class Position F	G	H
1	50		Miles, Ken 1	Porsche Spy	1		
2	187	:16	Lovely, Pete	Porsche-Cooper	2		
3	88	:65	McAfee, Jack	Porsche Spy	3		
4	169	1L:01	Porter, John	Porsche Spy	4		
5	96	:02	McLaughlin, John	Porsche Spy	5		
6	56	:20	McHenry, Dr. Troy	Porsche Spy	6		
7	179	2L:04	Path, Robert	Offy Lotus	7		
8	159	:54	Eschrich, Dr. Wm.	Eschrich Spec.	8		
9	55	:370	Freutel, Ed	Lotus MK VI		1	
10	14	3L:133	Timanus, John	MGTC Sp.	9		
11	89	4L:63	DeOlivera, Hank	MG Sp.	10		
12	769	5L:47	Holbrook, Robert	Aardvark			1
13	97	:68	Scott, William	MGTD	11		
14	29	9L:55	Brown, Ben	Abarth OSCA		2	
15	91	15L:67	Mayer, Harvey	Devin Panhard		3	

22 starters—14F, 4G, 4H. Did not finish: 17, James Orr, Ermini, Hit hay bale, broke left rear wheel; 44, Clarence Raville, MCTC Spec., ?; 65, Jack Wilder, Nichols Panhard, Hit hay bales; 75, Rex Huddleston, Lotus MK IX, Lost exhaust pipe; 112, Stan Mullin, Panhard, Ran out of oil; 123, Warren Frinchaboy, MG Special, Clutch went out; 181, Francois Crouzet, DB Panhard, Clutch slipping.

Race No. 5 Race Title: Mod. over 1500cc Time: 1:02:20 Ave. 70.2 Laps 27 Miles 70.9

Pos.	Car No.	Sec. Behind	Driver	Make of Car	Class Position B	C	D	E	F
1	185		Gregory, Masten	Maserati Spy			1		
2	76	:50	McAfee, Ernie	Ferr. 735 Monza		1			
3	50	:128	Miles, Ken	Porsche Spy					1
4	63	1L:01	Johnston, Sherwood	D Jag		2			
5	138	:36	Daigh, Chuck	Troutman Brns.		3			
6	169	:84	Kunstle, Jean P.	Porsche Spy					2
7	51	:129	Woodward, Fred	Jag Spy		4			
8	120	2L:119	Bythinger, Klaus	Cad Allard	1				
9	18	:151	Blackwell, Carlyle	Jag C		5			
10	53	3L:82	Brumby, Jack	Ferrari				1	
11	10	:160	Sawyer, Robert	Frazer-Nash LM				2	
12	68	4L:48	Grafton, Earl	A-H			2		
13	154	:150	Leach	Cad Allard	2				
14	64	6L:146	Connors, Richard	Merc. Sp.	3				
15	124	10L:130	Knowe, Bill	TR-2				3	

24 starters—6B, 9C, 3D, 3E, 3F. Did not finish: 1, Tom Bamford, Cad Allard, Main bearings out; 2, Phil Hill, Ferrari Monza, Overheated engine—lost water; 6, Bill Murphy, Buick Kurtis, Spun out; 54, Jack Douglas, C Jaguar, Flipped over hay bale after hitting oil slick; 92, Gerald Carpenter, Fibreglas Mercury, Black flagged, too slow; 96, Bill Thomas, 550 Porsche, trouble; 172, Eric Hauser, Buford Victress, Ran over 7-foot cliff on turn 2; Slipping clutch; 102, Wm. Rowley, Nardi Chevy, Universal or differential 197, T. W. Jones, Kurtis Merc., ?.



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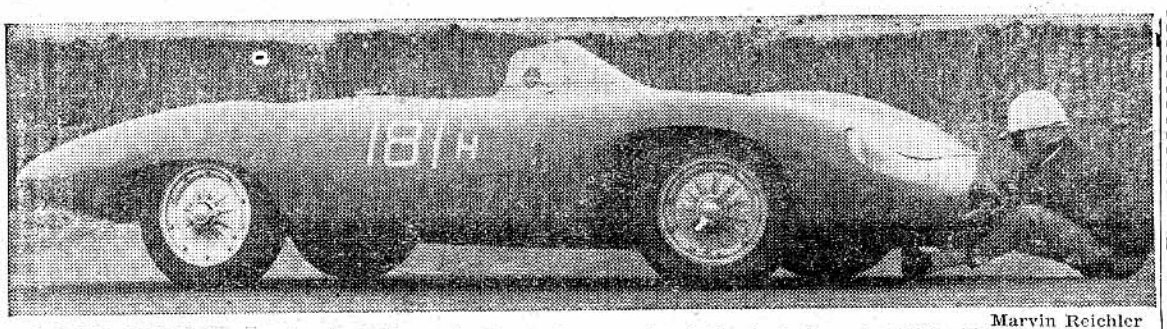


Marvin Reichler

STORM SWIRLS over head of Francois Crouzet, "Index of Performance" winner in six-hour race at Torrey Pines. CSCC judges disqualified him after protest he had made a pit stop before 45-minute time limit. They later withheld judgment, pending meet of Contest Board. This bit of action occurred after the controversial stop. He hit hay bale on turn 2, and here labors to pry fender from tire of the Panhard DB.

DISQUALIFIED--YES OR NO?

THE CONTEST BOARD of the California Sports Car Club was to meet as MOTORACING went to press to consider the case of Francois Crouzet, the slender Frenchman who drove the DB Panhard Le Mans to the "Index of Performance" win in the six-hour race at Torrey Pines.

Shortly after the race, however, he was disqualified for having made a pit stop before the 45-minute time limit. But at the Victory banquet the trophy award was held up, pending the action of the board.

The protest was filed by John Edgar, owner of the Porsche Sypder which Jack McAfee drove solo and without a pit stop to both second overall and "index."

CROUZET ADMITS PIT STOP

Crouzet admits he made a pit stop at that time because he was black-flagged. Four corners reported he was spilling gas. He claims no maintenance was done on the car, that he proceeded to the start-finish line and was allowed to continue. He was not black-flagged thereafter and went on to complete 128 laps.

The claim now is that maintenance was done when he stopped, although to date no official or judge has identified the person who saw it.

At the drivers' meeting conducted by Race Chairman Joe Weissman, a driver asked: "If you are black-flagged before 45 minutes, are you counted out?" Weissman's answer was an emphatic "yes."

WHO SAW WORK DONE ON CAR?

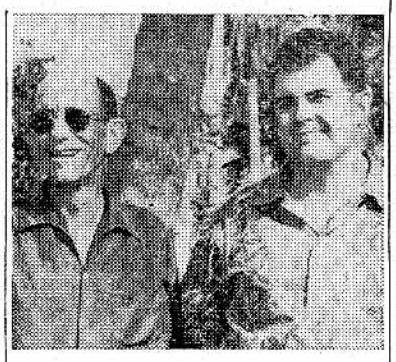
Was there any maintenance work or not? If so, who saw it?

Why was Crouzet allowed to continue?

If he continued deliberately against orders, why wasn't he black-flagged after that?

And before a driver is summarily disqualified, why isn't he given a chance to defend himself?

If Crouzet was in the wrong, bounce him. But if he wasn't, then give him his trophy and quit stalling!



JOHN EDGAR, left, who filed protest against Francois Crouzet, and Jack McAfee, who will be "Index" winner if protest is allowed. Photo taken at Nassau during Bahamas Speed Week.

Eakins Captures 'Cycle Feature

It was a wire-to-wire win for famed motorcyclist Bud Eakins, Hollywood, in the 20-lap main event at Crater Bowl in western San Fernando Valley last Sunday. He rode a Triumph 6 over ½-mile TT course.

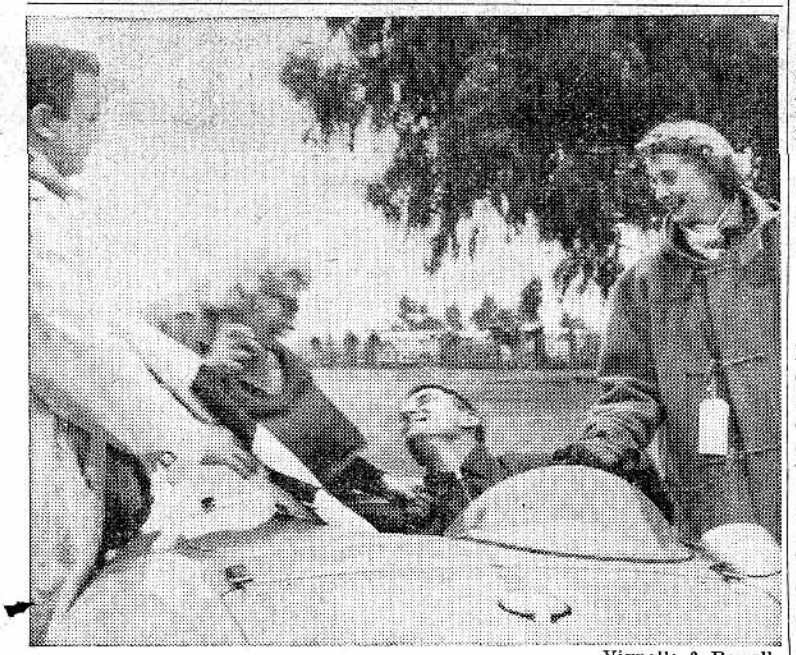
Walt Axthelm, Pomona, BSA, and Arvin Cox, Santa Monica, TR6, followed.

The 20-lap main for "amateurs" went to Ricky Collins, Culver City, BSA, with Sal Collura, AJS, and Don Howley, TR next.

Nearly 3000 fans saw the races, sponsored by the Southern California Motorcycle Club and sanctioned by the AMA.

BELT, ANYONE?

Citizens Mutual Insurance Co., Howell, Mich., announces 20 per cent reduction in medical premiums of auto policies covering cars with safety belts. Belt, anyone?



Vignolle & Powell

YOU WERE wonderful, dear! That's what Eleanor von Neumann is telling Ken Miles after he drove the Von N Porsche Spyder to victory in the under-1500cc semi-main at Torrey Pines Sunday. In following big-bore feature, Ken turned in a fine race—third behind Masten Gregory and Ernie McAfee, with much bigger irons. That's Johnny von Neumann, owner of the Porsche, left, and Mrs. Miles, far right.

Lester Nehamkin

SPECIAL AWARD—Masten Gregory, winner of the over-1500cc main event at Torrey Pines in Maserati, receives the Les Tremayne Memorial trophy from the actor. Looking on is Mrs. Tremayne. Beaming proudly while held by her hubby is Mrs. Gregory.

Congratulations

to our honored guest of the other evening, Stirling Moss of England, and to our other guests, Masten Gregory, Phil Hill, Ken Miles and all other winners and participants in recent sports car events

Jimmy O'Brien, Stirling Moss and Phil Hill chatting at the Fireside Inn.

FIRESIDE INN

15927 Ventura Blvd., Encino, Calif. STate 9-5866

Your hosts CHUCK BLUE and JIMMY O'BRIEN

With the Weaker (?) Sex:

• Soprano Exhaust Notes

By Elaine Bond & Amigo

THE TORREY PINES road races saw the Women's Sports Car Club very much in evidence, many of its representatives with slightly beveled noses from keeping them to the grindstone. It was a great two days of racing and the WSCC again worked Technical Inspection, on the Workers' Pass Desk and as Communication Scribes.

ELAINE BOND

During the bustle of the week-end, a lifetime honorary membership in the WSCC was bestowed upon Stirling Moss and he is reported to have said, "There is no other club I would rather belong to!" After all, his affinity for dolls is as well known as his affinity for fast machinery and this is reciprocated on the gals' part. If that motorcycle officer had been a female, he'd have undoubtedly been at the track earlier on Sunday. We've enjoyed meeting this charming young man and shall all be watching the 1956 Grand Prix season with avid interest. Anybody want to bet an old, used bearing that the WSCC has an honorary member who will be the World Champion?

• • •

And speaking of charm, what is the fatal charm of a certain Harry Jones? Not only does he get kissed at the starting grid by his wife, but also by the new WSCC president, vice-president and race coordinator. The procession back and forth even brought comments from Howard Frank, the announcer. We didn't know it was open season on Harry, Vi.

HIS GARTER, TOO

Did you all see honorary member Dave Bracken in his new red corduroys, complete with WSCC patch, identification badge, pin and **garter?** Also, pins were given several new honorary members at Torrey Pines and the lads kept one young member of the WSCC busy pinning them on mit kisses yet. Such goings on in the staid, dignified, proper, ladylike WSCC.

We hear that some of the best racing did not take place at Torrey Pines, but at Disneyland's Autopia when John Beasley and E. Forbes-Robinson of Gough Industries, Roy and Denise Jackson-Moore and Stirling Moss stopped there on the way to La Jolla. They drove the little cars around for more than two hours in the best Grand Prix manner, with petite Denise having the honor of winning over Stirling Moss. We hope Disneyland publicity people caught some pictures of that little caper.

• • •

We haven't been approached yet, but we hear there's a movement afoot to take up a collection to buy a dictionary for the announcers at these races. If the dignity of the gals is to be upheld, there can be no more of those expectant pauses while those hard-working chaps search for the right word in describing one feminine pilot trailing another extremely close.

JAN. 28 BANQUET

Don't forget the WSCC banquet on January 28 at the Pasadena Athletic Club. Get your reservations in early as it looks like a gala affair.

Pat McAfee and yours truly are off to Detroit for the National SCCA meeting and should have an interesting report for you at our first meeting in February. We hope you'll all turn out for this first meeting to give your new officers a big send-off for a busy year.

De Soto Official Pace Car for Indy Classic

The 1956 De Soto has been selected as the official pace car for the annual Memorial Day 500-mile race at Indianapolis. The car is a 1956 Fireflite Convertible with a 255-horsepower V-8 engine. This year's race is the first to ever be paced by a De Soto.

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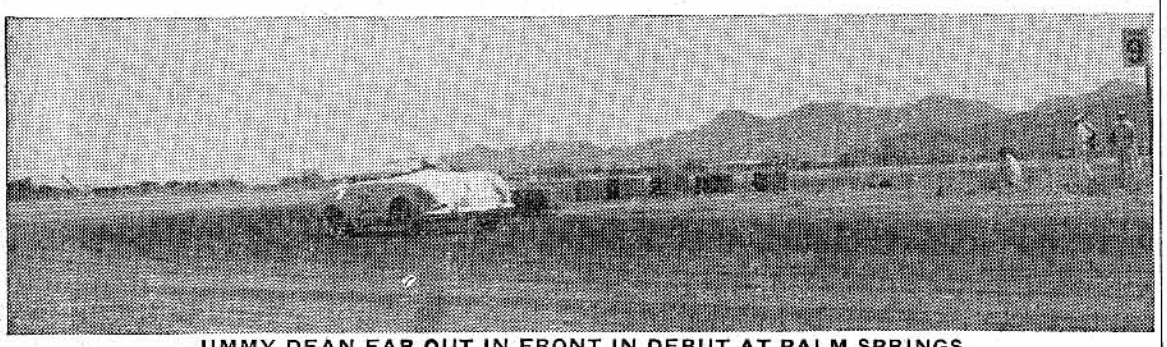
The Jimmy Dean Racing Story:

LATE ACTOR NATURAL RACE DRIVER, SHOWED TOP PROMISE



JIMMY DEAN FAR OUT IN FRONT IN DEBUT AT PALM SPRINGS

By Gus V. Vignolle

(This is the first article of a series.)

JIMMY DEAN was an unassuming, likeable boy of 24 who was destined to become one of the greatest motion picture actors of all time when his meteoric career was cut short by death Sept. 30.

He died on the way to the hospital after a highway accident that occurred while he was driving to compete in the Salinas road races.

Jimmy was driving a new 550

RACING WAS A RELEASE

Porsche Spyder, a potent German sports car he had dreamed of for a long time.

Only two of the three pictures he made have been released—"East of Eden" and "Rebel Without a Cause." He was an overnight sensation after the first, and his acting ability was acclaimed even more after the second.

His third film, "Giant," is still to be released.

Nearly four months after Jimmy Dean's death, his studio, Warner Brothers, his director and the movie columnists are still being deluged with fan mail.

Louella Parsons, the Los Angeles Examiner and International News Service motion picture editor, recently wrote that a large percentage of her mail urged that Jimmy receive an Academy Award. "They feel," she wrote, "that it would be a shame if he doesn't get some recognition, and I feel the Academy will honor his memory in some special way . . ."

FILM HIS LIFE

In another column, Miss Parsons pointed out that Jimmy's father, Winton Dean, had been approached by several independent producers about making a film based on Jimmy's life. "I believe Warners should do this," she wrote. "It would make a great story."

When they get around to making that great story, a vital segment, perforce, must deal with an important phase of Jimmy's life—sports car racing.

The movie angle I know nothing about—except that he was a great actor. Anyway, hundreds of thousands of words have been punched out about his films and his potentialities in that field.

WON FIRST RACE

But I think I know "The Jimmy Dean Racing Story." I knew him personally, meeting him at Palm Springs, where he engaged (and won) in his first race. I covered that race and his two subsequent races at Bakersfield and Santa Barbara for the Los Angeles Examiner. I took the candid photos of him which appear on this page.

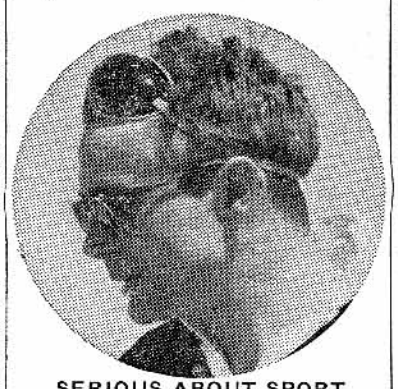
Jimmy wasn't exactly the loquacious type, but I did manage to get him to talk about racing at these sports car meets.

Jimmy was a natural driver. He loved cars . . . and he loved speed. It was a release for him.

DEAN & STARTER TORRES

He said he liked to go . . . go. . . . go. Before a race he'd move away from the pit people, off by himself, drop his head and shake it vigorously as though it were on a swivel. Then he'd paw the ground.

"I've got to loosen up before I get in there and drive that



SERIOUS ABOUT SPORT

car," he said matter-of-factly more than once. "I gotta unlimber and be right."

NO PASSING FANCY

Many didn't know it, but one of Jimmy's best friends here, Lew Bracker, an insurance man who met him two years ago, will tell you that Dean didn't take cars and racing lightly. Bracker, better than anyone else, knew how dead serious Dean was on the subject. It was no passing fancy.

"His respect for the racing car and the skill required to drive it properly was incredible," Bracker recalls. "This seriousness, his constant study of top drivers and how they took the turns, plus his tremendous competitive spirit, combined to launch him properly on the road to what unquestionably would have been a great racing career."

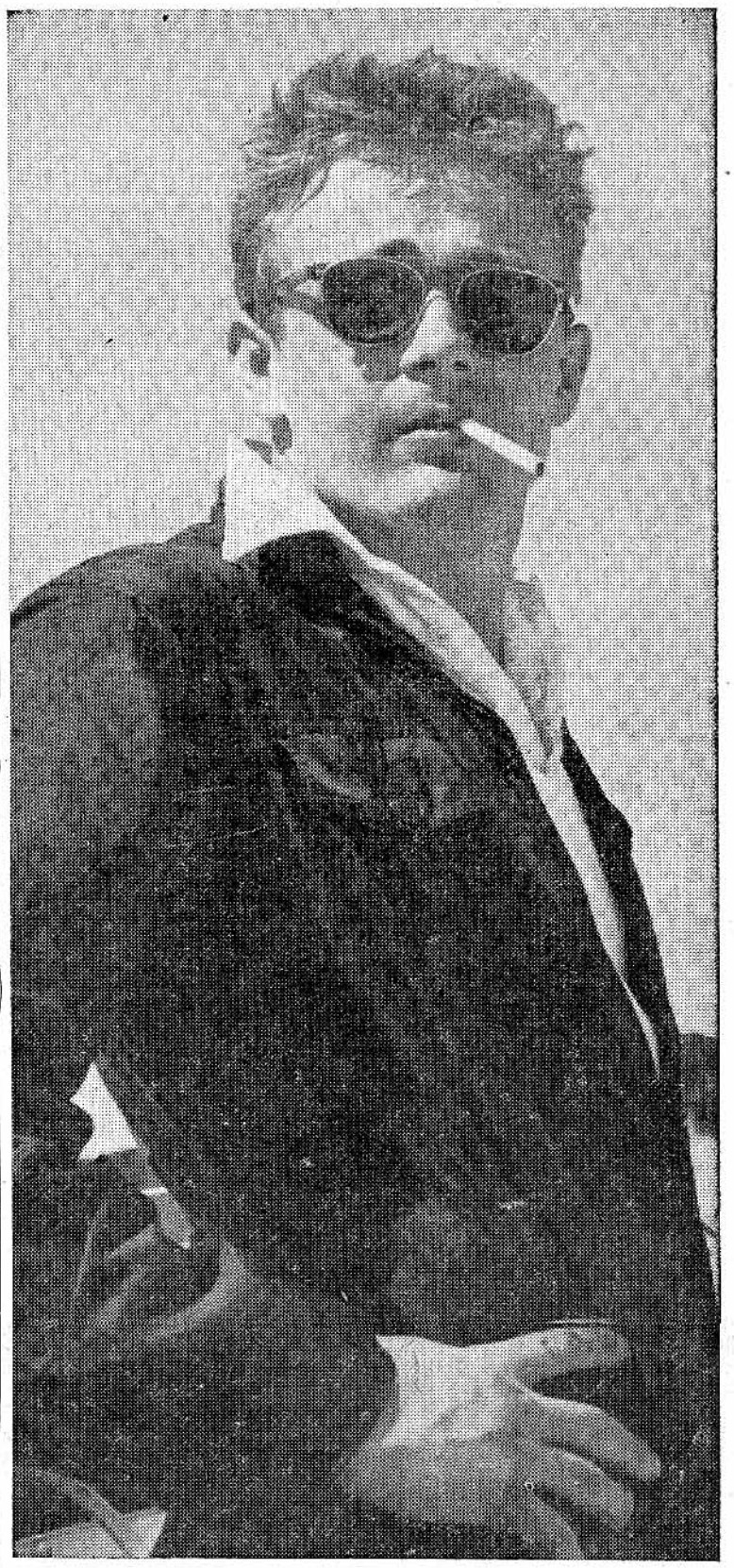
As a matter fact, Jimmy got Lew interested in this burgeoning sport. He owns Jimmy's first real racing car, a Porsche Speedster. And today he is a race driver himself. He tooled one of the German cars at the recent Torrey Pines races.

BUYS AN MG

For years—long before he became famous — the late actor wanted to own and race a sports car. In his young mind he pictured himself racing a Maserati through the entire European Grand Prix circuit and in the Mexican road race.

In October of 1954 he purchased a little MG, from which he was to graduate to the Porsche Speedster and then to the powerful Spyder in which his life was snuffed out before he ever had a chance to race it.

ANNOUNCER JIM POLLACK INTERVIEWS DEAN

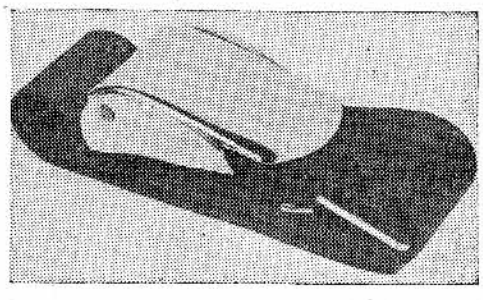


Vignolle & Powell Photos

WAITING FOR START—A cigaret dangling from his lips, Jimmy Dean, the late actor who showed great promise as a sports car driver, surveys the field at Palm Springs Airport course last spring. He won his first race in a Porsche Speedster.

(The next article will tell of Dean's practice along Mulholland Drive and the actual launching of his brief racing career.)

READY TO SAVE YOUR LIFE! . .



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• Up the Straights

★ ★ ★

ABOUT TIME THEY START TOSSING OUT THE BOX BROWNIE BRIGADE

By Jim Mourning

NOW THAT the curtain has fallen on the Torrey Pines era again, it's brickbat and bouquet time. So let's start out by laying back on our heels and taking a roundhouse swipe at the heads of sponsoring officials.

JIM MOURNING

It seems the club got on the kick that fourth-estater who displeased crowd control personnel would have his pass jerked and his name engraved on the black list trophy. Whether this decision was justified or not, it was as lousy a piece of press relations as we've ever had the misfortune to encounter. And we've been in and around the field for 15 years.

The CSCC certainly didn't get a $24,000 kitty by having its events kept secret. Take a look at the clippings for the CSCC and the local SCCA and then compare financial standings. There's a moral there someplace on the advantages of good press coverage.

PHONIES MUST GO

This column is well aware of some of the problems behind this action. We know the dangers inherent in a circuit crowded with laddies who don't know what they're about. But interfering with the legitimate press isn't the answer. They're out there trying to make a living and don't appreciate being told how to do it. Perhaps a good starting point in looking for an answer lies in applying *one firm hand to the posterior* of the Box Brownie Brigade and another to the collar and propelling them gateward with gusto.

Deciding where to start tossing, of course, will be as rough as sandpaper seat covers. But as a starting point, officials might weed out all except those who are working on assignment, tentative assignment or who have published in the past. These lads know the risks involved and few of them will stick their necks out any further than required to get the type of coverage their publications demand.

HAD TO MOVE

All the furor stirred up when the competition committee decided to take it on themselves to line up the cars for the Sunday races on the basis of handicap, not displacement, fizzled out. The drivers of the slower cars, some of whom felt they were being saddled with still another handicap, skipped the whole thing when the venture seemed inconclusive.

The idea was that the faster drivers should be put up front to reduce danger by not forcing them to wheel through the pack. But many of the smaller cars were first out and wheel they had to.

But many people think the idea has a kernel of merit and it will undoubtedly pop up again in one form or another.

● ● ●

Naturally, all was not darkness and blight. If the event proved nothing else, it proved that Race Chairman Joe Weissman has executive ability of a caliber seldom found but sorely needed in this mushrooming sport. Tackling the job, no cinch for two men, without the aid of the ailing Ray Frug, Weissman carried the whole thing off with all the neatness expected by people who really know him.

CHEER FOR ZIPPER

We'd like to doff our chapeau and bow from the waist to a few deserving lads and lassies: To Otto Zipper for a press bus that kept up from suffering the fate of the proverbial brass monkey; to Communication Marshal Ed Pierce for letting us eavesdrop on the *phone circuit; to Crowd Con*trol Marshal Dave Bracken for exciting tours in both that baby-brute Dellow and the new Alfa; to representatives of the WSCC who agreed to make up lap charts to facilitate accuracy in our race coverage; to Myra Jones, the new terror of Highway 101, for information on cars that dropped out; to Johnny Williamson for offering us a ride in Sunday's dicing; and to the hundreds of anonymous workers who helped entertain us with a smooth-running event.

KIMBERLY SCAA NATIONAL PREXY

(Continued from Page 3)

president; James R. Lowe, Santa Cruz, Calif., secretary; Frederick P. Stratton, Milwaukee, treasurer, and Ben F. Harris, Greenwich, Conn., publications director.

It was obvious all through the Contest Board meeting and the business session that Kimberly's platform of closer affiliation between the regions and national officers was a popular program.

SAFETY STRESSED

He said the new officers will stress safety in racing and on the highways, and greater representation of membership in government of the club with representative were suggested as possibly covering the various geographical areas, with the Contest Board and Activities Committee increased to nine members.

The board was asked to consider mandatory roll bars and fire extinguishers, and reconsider the ban on cycle fenders, recaps and a separate owner-driver category.

It was suggested that production cars be defined more completely with lists of optional parts obtained directly from the manufacturer. Extension of safety inspection into Saturday afternoons was sought in order to save drivers from taking off half a week.

Reconsideration will be given licensing of drivers.

An increase of 1446 members has brought the SCCA total to 7063 as of last Dec. 31, it was pointed out.

Suggestion was made that the green flag be eliminated after the first lap.

At the annual banquet the California table was heard from time and again as West Coast drivers swept the field in almost every category of the national point standings, which follow (Calif. drivers in black face type):

Class B Mod: Charles Moran, Bill Murphy, Lou Fageol; C Mod: Sherwood Johnston, Carroll Shelby, Duncan Black; C Prod: Charles Wallace, Jerry Austin, Dick Thompson; D Mod: Phil Hill, Bill Lloyd, Bill Spear; D Prod: Paul O'Shea, Roy Jackson-Moore, Art Simmons-Ed Hugus, tie; Class E Mod: Jim Lowe, Marion Lowe; E Prod: Gaston Andre, Mike Rothschild, Al Newlon; F Mod: Pete Lovely, John von Neumann, Gordon Lipe; F Prod: Luke Underwood, Ben Soderstrom, Dale Johnson; G Mod: Skip Swartley, Len Bastrup, Charles Dietrick.

Wolf Barnato Trophy (contributed most to club and sport): Charles Moran; Tom McKean Trophy (best spirit of sportsmanship): Frank Bott; Kimberly Cup (most imporved driver in 1955): Sherwood Johnston; Regional Achievement Award: Chicago.

New members of National Activities Committee include John R. Bond, Los Angeles, Editor and Publisher of Road and Track, while among district representatives is Jack McAfee, Manhattan Beach.

Lester Nehamkin

MOBILGAS AWARD—For her cooperation with General Petroleum during two years she was secretary of California Sports Car Club, Anne Evans receives cigarette box and ash trays engraved: "Mobilgas award to Anne Evans—First Place Winner Always—S.W. Div. of GP." Dick McEntyre of GP makes award. L to r: Course Marshal Denis Evans, McEntyre, Anne, Race Chairman Joe Weissman, Race Coordinator Al Papp and Starter Al Torres.

Gregory Victor As McAfee In Spin

(Continued from Page 1)

in this day and age is tough to beat anywhere!

ERNIE FLIES OUT

Ernie shot out like a cannonball in the over-1500cc Jan. 15 feature as 29,873 fans let out a bellow. He was flying! Too fast, in fact, when he hit turn two 20 seconds after the green flag. He spun out, whacked into the hay and had to hang on until everybody and his frere went by before he could proceed.

The first to go by was Phil Hill in John von Neumann's 2-liter Ferrari Monza. And when Hill goes by you, it's generally adios. His first lap from a STANDING START was 2:16.8!

At the end of the second lap he was six full seconds in front of Gregory, who was followed by Sherwood Johnston in Hornburg's luckless D Jaguar, and Chuck Daigh in the Troutman Barnes Special.

2:11.9 LAP

And Phil was clocked at 2:11.9 for his third tour!

Meanwhile the hapless Ernie McAfee had dropped back to 13th or worse, but he didn't stop to check the landscape.

Hill increased his lead over Gregory to 15 seconds by the end of the fourth whirl and it looked like a breeze. But in the eighth he went out when the Ferrari boiled over. He returned, dropping to 10th in one lap. The following tour he went out for keeps.

McAfee's early spinout and Hill's woes contrived to help Gregory take the lead now. But by the 12th Ernie wasn't 13th or 15th—he was second, although nearly two minutes in arrears.

McAFEE GAINS

However, McAfee began cutting the gap by four seconds a lap until slightly over the one-hour time limit, when Gregory won out by 50 seconds.

Ernie's spinout and Hill's trouble—that was the allusion to the fortune aiding Gregory, yet he is not to be discredited because the boy IS good. Furthermore, he lost one magneto early and finished with only one. He covered 70.9 miles and averaged 70.2 mph.

Bill Murphy, Buick Kurtis, moved into third on the 10th and held the spot until he spun out on turn nine and lost out on the 25th.

MILES GREAT

Remarkable was the third place taken by Ken Miles in von Neumann's 1.5-liter Porsche Spyder. Johnston, whose differential assertedly was not locking the rear end going in and out of the turns (not brake trouble as supposed), was fourth, followed by Daigh.

Miles had come back after his win with the same car in the under-1500cc one-hour race, averaging 70.1 mph as compared to Gregory's 70.2. MG Special, Porsche or motorcycle, the Englishman proved he CAN DRIVE anything!

(See race charts on Pg. 4-5 for complete results of all races.)

3rd Straight for Jaguar at Torrey

• (Continued from Page 1)

only 16 months, and Sherwood Johnston, 28, a lumbering 245-pound newlywed from Greenwich, Conn., who, when asked his occupation, replied: "I guess you can call it driving."

3 FOR JAGUAR

It was the third endurance victory here in as many tries for the Jaguar, a fairish sort of a record and a silencer for all the loutish know-it-alls who have been rapping the marque.

Difference this time was that it was co-driven, while the other two saw Louie Brero and Pearce Woods drive C Jags solo.

The Prematurely-gray Woods, owner of the 3442cc class C green bomb, brought it in ahead of Jack McAfee, Porsche Spyder; Jean Pierre Kunstle, Porsche Spyder; Roy Jackson-Moore and Bill Pringle, Austin-Healey 100S, and Ak Miller and J. B. Wilcox, Mercedes-Benz 300SL.

TWO PIT STOPS

They made two pit stops while covering 151 laps, 407.7 miles and averaging 67.85 mph over the 2.7-mile seaside course near La Jolla, Calif. They topped Woods' record of 147 laps, 396.9 miles and 65.88 average.

Both Woods and Brero drove in this one, too. Brero went out early in Tony Parravano's big Ferrari Spyder, disqualified because of a push start. Woods, driving the second of three D Jags, was leading when forced out by a broken connecting rod on the 79th lap, a little over the halfway mark. He led by a full lap at the time.

Matter of fact, at one juncture the staid and ultra-conservative Jag people were on the verge of ordering three tons of confetti and serpentine, for the vaunted D Jag held down the first three places and the outlook was never rosier in any halcyon day.

ONLY A FIRST!

But the bubble was due to burst—and they had to content themselves with only a first place!

"Index of Performance" — minimum distance to be covered

(Continued on Page 10, Col. 3)

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● MERCEDES-BENZ
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TIME AT HAND FOR OUT-AND-OUT PROFESSIONAL SPORTS CAR RACING!

By Art Lauring

Los Angeles Times Columnist

THE RECENT Torrey Pines meet will be remembered for two things: theoretically it was the last to be held there, and the attendance pay-off reached astronomical (for "amateur" racing) altitude!

As of this writing the paid total has been variously pegged at from 60 to 80,000 gringo dollars.

ART LAURING

The truth probably lieth betwixt the two sums. Regardless, it adds to a tidy sum. The San Diego Jaycees, co-sponsors with the CSCC of the two-day event, come in for the bigger share. At the same time the Cal Club is not exactly unhappy with its share.

The race itself was well-staged. That the Sunday "big bore" event turned out to be not as thrilling as had been hoped for was due, mainly, to a modicum of driver error compounded by mechanical gremlins. Races mostly proceeded on schedule. Crowd control (considering an attendance for that day of some 30,000) was excellent. Even the announcements via an excellent public-address system were lucid, informative and genuinely entertaining minus the usual banal "within-the-club" asides.

In short, from virtually every aspect the provision of strategically placed bleachers and grandstands, the Torrey Pines speedazzle was strictly "pro" in the fullest sense of the term!

THE BIG OBJECTIVE IS THE DOUGH

Webster says: "Professionalism: the cultivation of athletic sports for pecuniary consideration."

Roger. Here, then, we have a competitive sport that is being run for a profit! And the philosophy of "leave us make a buck" is applicable to every club that stages a road race. Some clubs strive to ring the cash register for sweet charity. Others want to build up financial reserves that will enable them to stage bigger and better races. But regardless of motivation the BIG objective is dough.

An experienced, ethical sporting-event entrepreneur knows that he has to produce. He strives to concoct a program listing star-performers. He makes certain that the spectator will have a fairly decent vantage point. And he offers cash inducements to performers.

The fact that, in its present form, "amateur" road racing guarantees, virtually, none of the listed points makes the growing success of our sport something miraculous. But this scribe doubts whether the CSCC, the SCCA or any of a number of other outfits can long hope to defy the basic law of Promotional Gravity!

HARD-BOILED RACE PROMOTERS PERK UP

The Torrey Pines gate transformed the beady eyes of hard-boiled racing promoters into glittering dollar signs. There are half-a-dozen bustling plans afoot for "permanent" racing layouts. It's a cinch at least one or two will become a reality. Also a number of Indianapolis car-owners are shopping Ferraris, Maseratis and other expensive continental road machinery. They calculate (and rightly so) that an investment of $25,000 for a car to be driven by lads such as Sam Hanks, Walt Faulkner or Chuck Stevenson, could easily and quickly amortize itself via the gate.

Once the "pros" take over, what becomes of the lads and lassies—the troops—who love to race their production Porsches, Jags, MGs, TRs and Austin-Healeys?

Let's put it another way. Pretend that it's Sunday, Soptober the Twicet. At 2:30 that afternoon a six-race event featuring red-hot English, German and Italian machinery driven by "pros" will get the green nod at the Such-and-Such track which features paved parking areas, conveniently located rest room facilities, permanent grandstands and bleachers. On the same Sunday the XYZ Sports Car Club is likewise staging an event at the Palm Springs Airport. Featured will be a field of 50 or 60 large and small-bore sleeksters. This scribe sadly but firmly bets that the big gate will go to the "pros" . . . NOT the XYZ club event.

And before everyone rises and screams: "Yeah, what about Torrey"—reflect for a moment. Torrey was the only place where the public could see the sports cars run. There was NO competition!

NOD WOULD HAVE GONE TO PROMOTER

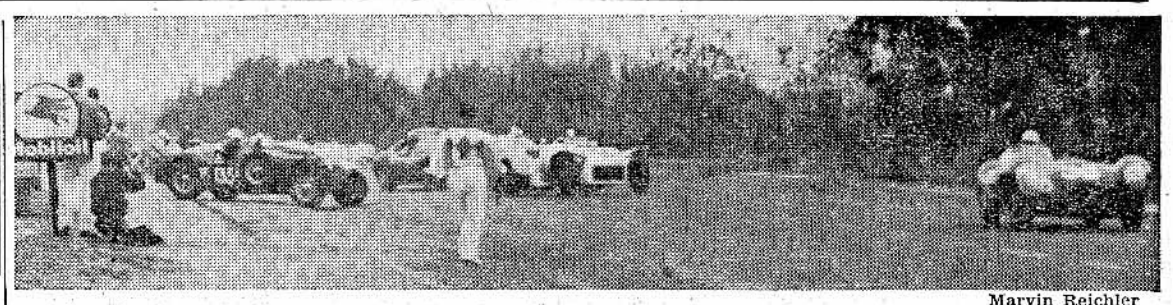
Had an experienced professional promoter staged a pro sports car event elsewhere that week-end, there would have been serious box-office difficulties at Torrey.

This scribe feels that the time has come to plunge into the matter of pure, out-and-out professional squatster tilting. But rather than see the old-line pros corner the market he would feel better if the clubs took the big plunge and ran the events with pay-offs, on a profit-sharing-basis, to the drivers, pit-crews and workers!

Suppose there is a $50,000 gate. Deducting half for current expenses plus a cash reserve for future events, that would leave $25,000 to be split between drivers, workers and car-owners! And why not, pray tell? Racing is expensive. If a driver knows that he can at least break even, he'll stay with the sport. Under such a scheme there could even be dough left over for charity! Any comment . . . ?

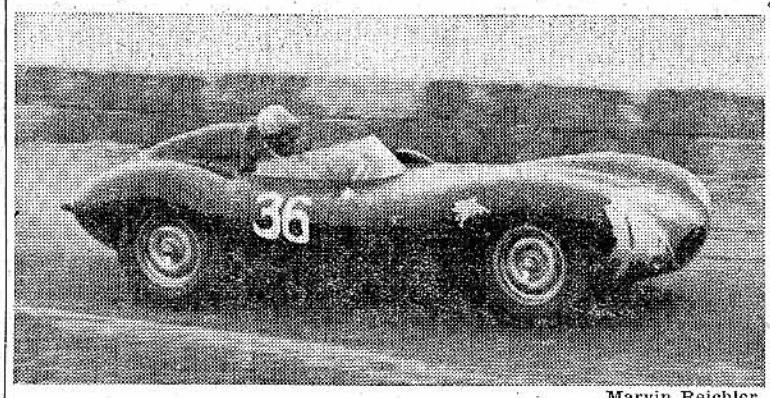
• • •

PARTS BIN: Your scrivener thinks it highly significant that Jaguar has consistently grabbed the checkered flag at each speed-enduro staged on the local scene. The sleek product, made in Coventry, England, not only has performance par excellence, but reliability and stamina. Also, unlike the competing Italian machinery, the D and C-Jag engines are essentially identical to the plants pushing the work-a-day XK120 and 140 twin-seaters . . . All the wiseacres can run and hide: **Ken Miles** has fairly well proved he is a top-flight driver regardless of whether it's in a specially designed "MG Special" or a volatile, low-slung Porsche 550 Spyder. And since we're on an orchid kick, a king-sized bouquet to **Pat Sawyer,** attractive wife of United Air Lines' Captain **Bob Sawyer.** She's good whether driving Bob's Frazer-Nash or **Nick Pastor's** galvanized TR2.



Marvin Reichler

ENDURO START—It's Jerry Austin, Arcadia, in front at LeMans-type start of six-hour road race classic at Torrey Pines Jan. 14. The D Jaguar was eventual winner, Austin teaming with Sherwood Johnston. For a spell it looked real hot for D Jags as they roared 1-2-3. Johnston teamed with Ignacio Lozano before car went out, held down second, and Pearce Woods, long-time leader, was third. Woods also was forced out.



Marvin Reichler

WHIPPING AROUND Torrey Pines' 2.7-mile course is Sherwood Johnston, co-driver with Jerry Austin in latter's D Jaguar and winners of third six-hour endurance race. They made two pit stops. Austin started and finished the grind.

Torrey Pines Notes From

• Myra's Clipboard . . .

By Myra Jones

SIX-HOUR ENDURO

DR. EDWARD BOYD, No. 89, has a rapid, rampant sea horse painted on the side of his MGTD Spl. It was rapid enough to get him 3rd in Fm. . . . Dr. William Eschrich made a quick stop at technical inspection to report on his Special. He took the record for class B sports cars (under 3000cc) at the San Fernando ¼-mile drag races. With his Amal carbs he did 85.36 mph. Using the SU Dual carbs, he did 82 mph.

Cy Yedor was a picture of frustration while waiting across from his pits for the first 45 minutes to elapse. He had changed the plugs on the OSCA, No. 25, and then couldn't start it again. He had about a 10-minute wait. After getting it to the pits his crew still couldn't fix it . . . No. 98, Harry Jones in the Mercedes 300SL, had to make a quick pit stop to clean his windshield. Seems the fog was wet! . . . No. 39, Bob Will, MGTD, made a pit stop because his engine was cutting out. There was grass caught along his fender where he had come too close to a hay bale . . . Bob Alley was busy in the pits with a tricky lap counter. He could account for 10 cars at a time.

No. 188, Jack Duff, Panhard, had hard luck, too. Just after the 45-minute period he had to make a pit stop to fix a broken coil wire. On the third to last lap the car locked in 4th gear at turn 5. On the last lap his distributor broke loose and he couldn't get around to get the checkered flag. He drove 5 hours and 59 minutes with one gas stop . . . No. 173, Dick Seage and Frank Varnum, TR 2, had trouble with their water hose. Clouds of steam rose as they added water to a hot radiator. They had to plug up a break in the hose. They later spilled considerable oil when a connecting rod broke . . . No. 6, Bill Murphey, Buick Kurtis, had some big dents in the front end where he had hit hay bales in practice.

HAUSER HAD IT

No. 172, Eric Hauser, Buford Victress, stopped in pits to fasten down rear deck which was flying up. A strainer was clogged on the back stretch and Eric fixed it with guidance from his pit crew. His muffler fell off and he fixed it in his pits. Another strainer clogged and again he fixed it on the back stretch. On Sunday problems continued for him and Francis Powell. The fan belt slipped off. He was black flagged for losing water but this had been corrected on the last pit stop. To top it off, Eric hung up on a hay bale on turn 2. In trying to move the car out of the way he pushed it too hard and it went down a seven-foot cliff. After the race they drove it off.

When No. 63, Sherwood Johnston, D Jaguar, hit the hay when he was 40 seconds in the lead . . . No. 76, Ernie McAfee, Moretti, changed a cracked wheel in the pits. Between turns 3 and 4 the hub on the other rear wheel broke, allowing the wheel, hub and brake to come off . . . No. 81, Walt Stone, MGTD, broke a fan blade and spent 20 minutes fixing it out on the circuit . . . No. 100, Dick Eastman, Austin-Healey, was black-flagged for having a loose left rear wheel. He made a pit stop, his crew changed the wheel and Gregg D'Nelly took over.

No. 82, Phil Hill, driving Manning Post's Ferrari Mondial, had the engine blow up on him. Phil tried to push the car to the pits. On the way he developed a Charley Horse and had quite a time getting back to the pits. His crew took over the car and Phil limped in . . . No. 127, Jean Pierre Kunstle, Porsche Spyder, took a quick lap around his car while making a gas stop to loosen his muscles. He drove the entire six hours . . . No. 254, Jim Orr, drove the Panhard. He had just bought it from Jack Douglas. The generator belt slipped

(Continued on Page 11, Col. 4-5)

Letters

(Continued from Page 2)

This is the first time that Louis drove a Cooper in competition and it is the second road race he has driven. Louis was also the overall winner on points for the "Formula 3" events of the meet.

Louis Brero,
Arcata, Calif.

'Honest Reporting'

Just a note to tell you how much our entire organization enjoys the impartial and honest reporting in your bi-weekly. It's the first time racing enthusiasts can get the news without becoming completely entangled in technical data.

The columns are excellent as are the pictures. All in all . . . you've got a darn good paper. Keep it that way and you can depend on us for subscribers.

John Robinson,
President, Calif. Racing Club

Al Coppel Writes

Here's my subscription. Though I can no longer compete as often as I would like, MOTORACING helps keep in touch.

Do try to give the Northern California races the same complete coverage you've given the rest. Good luck.'

Alfred Coppel,
Los Altos, Calif.

Favors Our Features

Keep up the editorials and special features, such as The Duke Wonders, Checkered Flag, etc., and for — — don't start pulling your punches like other mags and newspapers do after they once get going and maybe step on the wrong person's toes.

Bob Gilbert Jr.,
McAllen, Texas

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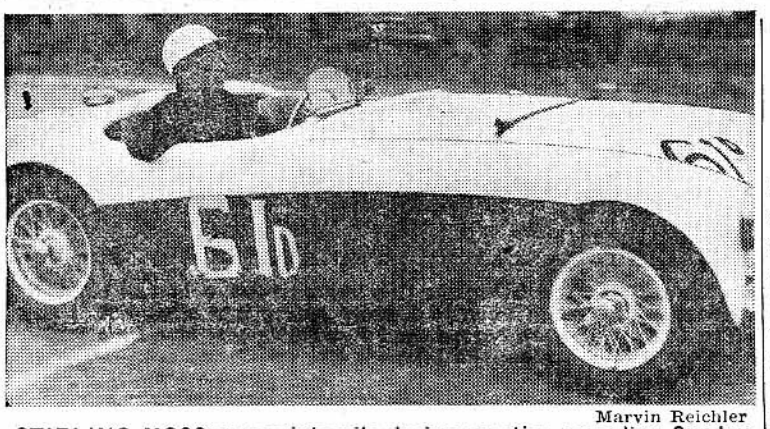


Marvin Reichler

STIRLING MOSS comes into pits during practice preceding Sunday races at Torrey Pines. The famous English driver got a big hand from the huge crowdof 29,873. He drove Bill Pringle's Austin-Healey 100S, departing immediately after for a race in Argentina.

ON RALLIES . . . PART 7

TO CONTINUE with the question of "WHAT DO WE DO AT SPEED CHANGES?" — we mentioned the one, two and no-clock systems, and I would like to mention the one I know the most about — namely, the two clock system.

BUZZ DE BARDAS

As you come to a speed change, you stop one watch and start the other. It is also a good idea to stop the car and re-zero the odometer. Write down the exact mileage at the speed change and also the time showing on the stopped clock.

Give the driver the next two instructions and the speed that he will be travelling on this new leg, and then check your computor to see the correct time of arrival. As an example, if the last leg was 10 miles, and the corrected speed was 30 MPH, then you should have arrived in 20 minutes. If you did, then no correction is necessary.

Let us say that you were 30 seconds fast (early)—there are several ways that you can correct—(1) mentally subtract 30 seconds from the running clock. (2) Stop the car for 30 seconds to burn off the fast time, and you will be physically OK, but the clock will be wrong. (3) The system I like is to stop the clock for 30 seconds and the clock will be correct. Then drive a bit slower to physically burn off the 30 seconds, and I'll be on the "button."

• • •

Let us say you arrive at the cross streets mentioned as a speed change, and you are one minute late. The system I use is to mentally add one minute to the new clock and drive like mad to make up the time. If you use a clock that can be pre-set, or advanced, I will set a stopped clock at five minutes and when the running clock is at four minutes, I start the five minute clock. Although you are still one minute late physically, at least, your clock is correct.

SEVEN CLOCK MAN

Back in the old days when H. Frank was a seven clock man, he used a system I liked. He would take a spare stop watch, let it run up to five minutes and keep it in reserve. If he arrived at a speed change late by 10 seconds, as soon as the freshly started clock was at 04:50, he would start the reserve clock that was waiting at five minutes—clockwise correct, but actually 10 seconds late, which can be made up driving.

• • •

Last but not least, I've found the best way to practice speed changes is at a kitchen table. After you have made 200 to 300 of them, you get to know what you are doing. Then lay out a sample route near the house, with a lot of speed changes, and you will get some real good practice.

TROUBLE LESSENS

When you finally get to the rallye, and the speed changes only come every 5 to 10 miles, you won't have much trouble.

One last thing that worries me—the thought that MOTORACING must have 10,000 to 20,000 readers with a large percentage of them "Rallye Fiends"—if they all practice like mad, and get perfect, what will we use to break ties?

Next issue—Coffee Breaks.

Austin-Johnston Jaguar Team Scores

(Continued from Page 8)

for six hours based on cc engine displacement — victor is not known at this writing. Francois Crouzet, DB Panhard LeMans, 15th overall, covered 128 laps, was declared the winner, then disqualified by the judges for a pit stop before the 45-minute time limit. He stopped after being black-flagged for spilling gas.

Nevertheless, at the Victory banquet the award was withheld pending a meeting of the Contest Board.

Austin barreled into the lead from a LeMans start at the outset, and for two laps he was followed by two other D Jaguars—Johnston, who was teamed with Ignacio Lozano (he never did get to drive) in Charles Hornburg's mount, and Woods. Shortly thereafter, it was Johnston, Woods, Austin. Fred Woodward, Jag Special (again!) moved in ahead of Austin after 15 minutes.

JOHNSTON OUT

But only 40 minutes were up when Johnston clobbered a hay bale and pulled into the pits to have his front left fender pulled out. That disqualified him. He was 40 seconds out in front at the time.

That gave Woods a lead he held for the next 2¼ hours, with his laps ranging from 2:14.6 to 2:22.80.

After the first hour a new threat came up—that toughie of them all, Phil Hill, up there among the heavy machinery with Manning Post's 2-liter Ferrari Mondial. Sixth in the early going, he was second at the two-hour mark, followed by Austin, and gaining every lap. Fifteen minutes later, only 16 seconds behind, a rod in the Mondial disintegrated—and out went Hill, the biggest threat.

JOHNSTON BACK

Austin was still second behind Woods when he made his first pit stop for fuel at 2:30. It was then that Johnston, experienced with the D, was conscripted for relief. Here was a five-year veteran who had raced with Briggs Cunningham in Europe, placed third at LeMans in '54, won the President's Cup at Hagerstown in a D Jag and had driven the English car in five races. He fit perfectly, and throttled for the next 2¼ hours.

At three hours it was Woods, Johnston one lap back, Jack McAfee four back, and Kunstle five back. Then Woods was forced out, Johnston took over and that was it.

Johnston had hurtled to a two-lap margin at four hours, and with 1¾ hours to go, stopped for 14 more gallons of petrol and two quarts of oil. Austin took over to finish the "jag."

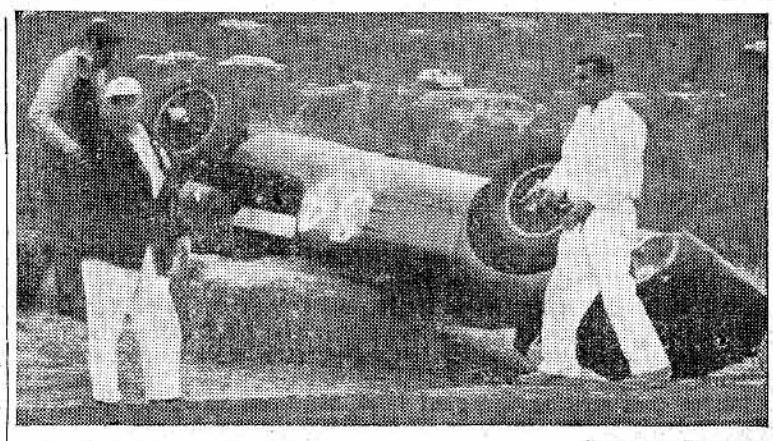
142 MPH

Austin, whose car spun out on turn 1 the day before, bashing in the front end, hit a top speed of 142 mph on the main straight.

The Oklahoma-born Austin, father of three boys, raced for the first time in September, 1954, at Santa Barbara, has competed in only 12 races with a Jag 120 coupe, which he flipped at Willow Springs, and an XK140MC roadster, which he bought last March and traded in for the D a couple of months ago. His class trophies include five firsts, two seconds and one third.

NON-STOP McAFEE

Half of a field of 60 cars finished the gruelling grind, and it is noteworthy to point out that Jack McAfee drove that Porsche solo and is believed to be the only pilot who did not make a pit stop. Other solos were Kunstle, Harry Jones, 300SL; Ennals Ives, Jr., Cad Allard J2X; Johnny Porter, Aardvark; Jim Orr, Panhard, and Crouzet, DB Panhard.



George Rubitschek

UP & OVER—Jack Douglas hit an oil slick in the big-bore race Jan. 15 at Torrey Pines, and this was the result—his C Jaguar flipping and landing on the bales. That's Crowd Control Marshal Dave Bracken signalling wildly at left, while coming up in a hurry is Race Coordinator Al Papp. Douglas escaped with minor head bumps.

Automotive Tech Talk:

• The 2 Cycle Engine

By Roger Barlow

(This is the third of a series)

OBVIOUSLY THERE MUST be real or fancied drawbacks to the 2 cycle design which has prevented its widespread use. These are given as being:

1. Roughness at idling speeds.
2. Excess carbon formation in exhaust ports.
3. Carboning of piston rings.
4. Inconvenience of mixing the oil with the fuel.
5. Short life of spark plugs.

These are certainly ills to which early-day, badly designed or poorly constructed 2 strokes have been subject. However, the modern 2 stroke engine, as exemplified by DKW, SAAB, Gutbrod and others can **only** be justly criticized on point 1, **Rough Idling.**

This characteristic uneven firing at idle speed is inherent in 2 stroke design, and stems from the very small volume of incoming fresh mixture (at idle speed) being diluted by exhaust gases remaining in the combustion chamber.

It is certainly easy to forgive this one "little" vice in light of the almost unlimited virtues of the 2 stroke.

VERY LITTLE CARBON

The claim that carbon deposits quickly build up in the ports and restrict the exhaust gases is certainly not justified as regards the modern engine. Even My pre-war DKW showed very little carbon when, after 25,000 miles, I removed the exhaust manifold and peeked. At 5,000 miles I lifted the head of my current DKW (purely out of curiosity) and found absolutely NO carbon forming in the ports.

If at 30-50,000 miles there is reason to suspect that carbon is forming, it is only a matter of about one hour to remove the head and do a complete decarbonization. The charge of carbon-stuck rings can also be laid to ancient or inept designs. Certainly the modern 2 cycle engine has outstanding ring life. Many obsolete crude 2 stroke designs required oil-to-fuel ratios of 1 to 10 or 12, and such excessively heavy oil mixtures must have led to objectionable carbon formation and sticking rings.

However, DKW has for years recommended an oil-to-fuel ratio of 1 to 25! They now officially recommend a ratio of 1 to 28—but unofficially their engineers state that as far as lubrication of the roller bearing crank is concerned, ratios in the order of 1 to 100 would suffice! More oil is needed only to adequately lubricate the cylinder bores, and they indicate that a ratio of about 1 to 40 (1 pint of oil to 5 gal. of gas) is admissible for part throttle city driving.

NO STICKING VALVES

I, myself, have been using this ratio for the past several months, but run 1 quart of oil to 7 gal. of fuel when engaged in fast highway driving. These present day leaner oil ratios pretty well eliminate carboning of rings or ports at anything less than astronomical mileages. And no 2 stroke driver ever has to worry about sticking valves or balky hydraulic valve lifters!

The greatest current slander against the 2 stroke motor car is the suggestion that it is a "nuisance" to mix the oil with the fuel. How can it be a "nuisance" to simply ask the gas station attendant to pour a quart of 40 or 50 weight oil into the gas tank and follow it up with 7 or 10 gallons of regular gas? That is all that is required! For the past year or so, all DKW vehicles (and probably all German 2 strokes) have been fitted with a special Shell Oil Company "mixing chamber" in the filler pipe of the gas tank, and this unit traps the oil and then automatically mixes it with the gasoline. A niusance? Please!

BUYS ONLY 3 PLUGS

As to spark plug life, I can only say that I wish I got the same mileage out of plugs in MG, Jaguar, Mercedes, Chrysler and Ford products as I have from my DKW. At 10,500 miles my original Bosch plugs were functioning to perfection and I retired them only out of gratitude and to experiment with some plugs by Beru. I would estimate that ordinary driving would mean a plug life of about 15,000 miles. (When I changed plugs, remember, I only had to buy 3, not 6). Incidentally, at no time did I ever foul a plug or have one cut out from hard use. They were cleaned and set twice in the 10,000 odd miles.

In these articles on 2 stroke engines I have dealt only with the simple 2 or 4 port type and the practical aspects of the automotive engine now available in the USA—the DKW. In others I will treat with the more complex 2 stroke designs.

In the last story, elimination of two words from the paragraph following performance figures of the VW and the DKW was unfortunate. One sentence seemed to indicate that the VW ". . . does not have performance." This is ridiculous on the face of it—the VW most emphatically does have performance, excellent performance. The word "equal" was left out and the point I was trying to make was that the Volkswagen engine (one of the very best 4 cycle "economy" engines) does not have EQUAL performance to the 2 cycle unit under discussion. Also the last sentence in that unlucky paragraph should NOT have read ". . . provides about 20% acceleration," but ". . . provides about 20% LESS acceleration."

Classified Ads

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JAGUAR—1954 modified roadster, powder blue with silver wire wheels, new white top, immaculate red leather interior. Car absolutely in top shape. $2295. Trade, terms available, call Bob Mandel, VE. 8-2136—TE. 0-2977.

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LOST—at Torrey Pines race—wooden box containing plugs and carburetor parts. Dr. William Eschrich, TH. 8-9361.

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MISCELLANEOUS

ANYONE having pictures, still or movies, of red C-Jag No. 54 flipping on turn No. 3 at Torrey Pines please contact Jack Douglas at OLdfield 4-4199.

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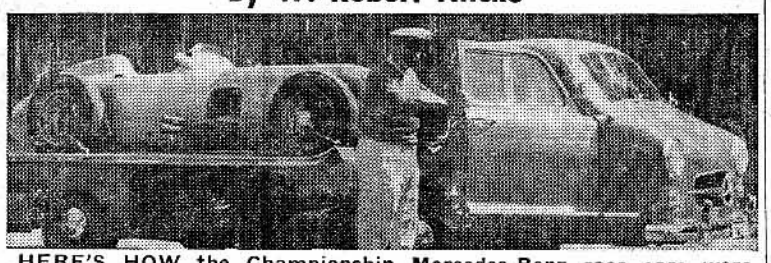
MERCEDES SUCCESS UNDERSTANDABLE . . . DAIMLER-BENZ PLANNING PAYS DIVIDENDS

By W. Robert Nitske



HERE'S HOW the Championship Mercedes-Benz race cars were transported. Powered by the fuel-injection 300 SL sports car engine, this lorry might well be the fastest with the fastest load ever.

PREPARATION by the Daimler-Benz people prior to participating with their cars in any of the Grand Prix racing events on the circuits of Europe and other countries was considerably greater and more detailed than that of any other factory.

W. ROBERT NITSKE

The portly and most able race director, Alfred Neubauer, stated that preparation was 90% of winning races.

This estimate might be a bit too enthusiastic, but it emphasizes this all-important phase. (Proof: A French driver-owner, who came to compete in the Targa Florio, bringing his racing machine on a trailer sans spare parts, but accompanied by two luscious ladies, did not even finish that gruelling race. But then, he may or may not have been a singleminded fellow.) ((Vive la femme!!))

The Daimler-Benz racing department made scale drawings of all of the more important circuits, complete with gradients and noting prevailing winds. Thus, the best-suited gear ratios could be installed at the factory.

Changes in gear ratios were effected by changing the final spur wheels and the gear-pinions. On the 1.5 liter car, 47 different ratios could be obtained in this manner. In addition, the diameter of the rear wheels could be changed for still more changes.

COMPLETE WORKS

The Unterturkheim racing department included some 200 workers and cars were shipped to the circuits in trucks. One truck, equipped with the most modern machinery as a complete workshop, stood by. And one of the low, streamlined trucks to carry a racing car was powered by a 300 SL fuel-injection engine and was used for really high speed emergency service.

This ungewohnliche schneller Lastgraftwagen mit Benzineinspritzungsmotor is undoubtedly the fastest "lorry" anywhere in the world and the classic remark made by le patron would quite properly apply better to this transporter than the dignified British auto.

• • •

Some details of the Bugatti model 251, which was briefly mentioned in these lines before, may be of interest. Those who expected an unusual Grand Prix car from Molsheim should not be disappointed. Like the famed Auto Union racers of the late genius, Ferdinand Porsche, the new Bugatti, designed by the former Alfa Romeo and Ferrari engineer, Colombo, is a rear-engined machine.

The straight eight-cylinder engine is placed across the chassis. The cylinders have a bore of 76 mm and a stroke of 68.5 mm. The power take-off is in the center, like the Mercedes-Benz W196, making it virtually two four-cylinder powerplants.

Five forward speeds and one reverse gear are available. Two side fuel tanks are provided. The suspension developed by the designers gives the car excellent roadholding abilities.

WATCH THE BUGATTI

One car has undergone considerable testing, the second machine is near completion, and the third is being built now. Painted a darker blue than the light Gordini, the Bugatti should do well on the Grand Prix circuits this year. Trintignant is the only driver so far reported to have definitely signed for the Molsheim firm.

(Reports state that one engine of the 251 underwent a continuous performance test of 72 hours at the fantastic 12,000 rpm, which sounds a bit too enthusiastic to me.)

Watson Photos

INDY PACE CAR—Veteran racing drivers Sam Hanks (front at wheel), Johnnie Parsons (front), Henry Banks (left rear), and Roger Ward (rear) are shown with Bill Lundigan (extreme left) and Y. M. Posthuma, (extreme right), De Soto L.A. regional manager, in the special gold and white De Soto chosen as pace car for the Memorial Day Indianapolis 500 mile race classic.

TR2 Model

★ ★ ★

Identify Photos and Win One - It's Easy

Last call!

Get a pencil and get hot if you want to win that battery-powered Triumph TR-2 model. First one to correctly identify all photos in this column wins it.

Only the first completely correct answer received can win the model, but anyone answering the quiz correctly is eligible for the playoffs, photos for which will be published in the next issue. Complete play-off awards will be announced at that time.

FEB. 1 DEADLINE

Entries for this contest must be postmarked no later than midnight, Feb. 1.

A list of all contestants eligible for the playoffs will be published with the pictures in the next issue. This week we had two winners, both letters bearing identical postmarks. So a model automobile goes to Dick Jones and Bob Sawyer.

Awards are made on basis of earliest postmark and decision of the judges is final.

SIMPLE QUIZ

Last issue's contest pictures were of (1) Ernie McAfee, (2) Phil Hill, (3) Pat Sawyer, (4) Bob Drake.

This week's quiz is another simple one. Just identify the type of activity engaged in by the enthusiasts pictured.

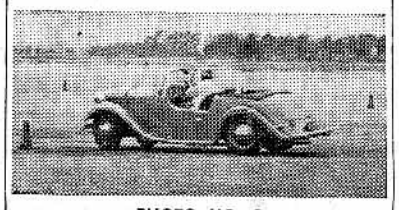
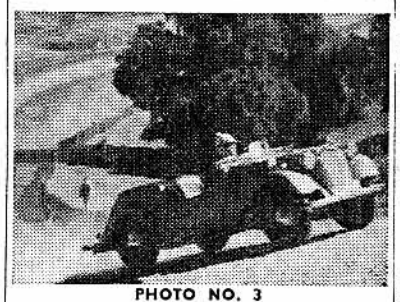


PHOTO NO. 1

PHOTO NO. 2



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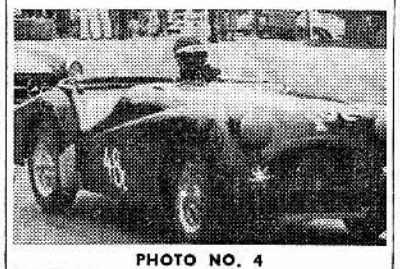

PHOTO NO. 4

Roadster Show Slated For Oakland Feb. 21

OAKLAND, Jan. 25—The 1956 National Roadster Show opens here. Feb. 21 at the Exposition Building with more than 130 handbuilt cars on display.

Cars compete for honors in originality, design, engineering, and construction. Custom cars, hot rods and handbuilt sports cars are featured along with dragsters, streamliners and lakesters. Entries are being received at 918 Fallon St., Oakland, Calif.

MYRA'S CLIPBOARD

(Continued from Page 9)

off and he made a quick pit stop to put it back in case he needed his lights at dusk.

No. 181, Francois Crouzet, DB Panhard, made a quick stop at pits before 45 minutes to ask why he had been black flagged. No one knew. He took off immediately for start-finish line. He was told he had been reported for dripping gas. Later in the day he slid into a hay bale and spent 18 minutes on the course prying the left front fender away from wheel. His lap times were about 2:35. The other side of his car was bashed in by a Jag while he was sitting still.

ACE PILOTS PRESENT

Wouldn't an article by Johnnie Parsons, Sam Hanks and Cal Niday be interesting? What do they think of "club" sports car racing? Saw them all as interested spectators in the pits . . . No. 112, Stan Mullin, DB Panhard, went to the pits to change his ignition timing. At about 3 hours he changed all 4 wheels. There was a crack in one hub. Henry Manney drove about 1½ hours and Stan drove 4¼ hours . . . No. 41, Jerry Conroe-Ray Howard, Porsche S. Spdst., were busy in the pits at 1:15 adjusting their brakes.

No. 46, Dick Morgensen, Morgensen Special, bent the radius rod at about 4 hours. The steering was bad so he dropped out of the race and then drove across the finish line to get the checkered flag . . . No. 93, Ak Miller, Mercedes 300SL, drove about 3 hours and the owner, Jim Wilcox, finished. Ak was especially impressed with the brakes. He would like to use Mercedes brakes on the new car he is preparing for the Mexican Road Race. It will be a Chrysler Kurtis 400 in the unlimited class . . . No. 135, Ennals Ives, Cad Allard, was four minutes late in starting due to a faulty starter button. He made two fuel stops and two service stops for muffler repairs.

• • •

Sorry I didn't get down to turn 1 to visit with Hayden Tollifer in his well-equipped bus. He manufactures the Coronado Bathing Suits in San Diego. I understand he was host to most of the drivers and workers throughout the two days of racing and everyone reports a fine time was had by all.

Jay Chamberlain drove about 3 hours and Geo. Buchanan drove about 1½ hours when the drain plug dropped out of the crankcase in the Lotus No. 00. It was especially disappointing to Myra B., since it meant that she would not have a ride for the Women's race the next day . . . No. 247, Harry Bonnenberger-Paul Wenger, TR2, made a quick pit stop to pull out the left front fender which had met the hay on turn 2.

HALL BELTS TREE

No. 176, Terry Hall, Mercedes 300SL, hit a tree on turn 6 when his brakes failed. The fender was bent almost double, the front end put holes in the radiator and one blade of the fan was snapped off . . . No. 132, Duane Feuerhelm-Gerold Richards, MG-TC, were plagued with a slipping clutch but they finished the 6 hours . . . No. 55, Frank Monise, Lotus MK VI, drove the first 3 hours and Ed Freutel drove the 2nd three hours. Frank ran out of gas on turn 6 and had to walk to the pits for more gas. It took about 24 minutes. After the race they discovered that during the last 2 hours the two front motor mounts had broken off from the engine.

No. 265, Lew Spencer, MGTC, drove 5½ hours. The clutch blew up between turns 6 and 7. He couldn't push it uphill to get to the SF line . . . No. 1331, Jim Parkinson, MGA, drove 4 hours and Harry Hanford drove 2 hours. They suffered a bashed front when they hit an AH that spun in front of them on turn 7. He was also hit by a Porsche on Sunday . . . British Motor Sales went to San Diego and collected some much-needed parts for Sunday. They found a new distributor for the Lotus No. 75 and an axle for another car. BMS also keeps a good stock of supplies in their truck at the pits.

No. 52, Lew Robeson, Porsche Spd., ran out of gas on first lap of race No. 1. Stopped for gas and then finished race . . . No. 34, Mark Brunner (senior driver), TR2, started the 6-hour race. His co-drivers were Jud Brandreth and Pete Bundy. It was their second and first races, respectively. They placed third in class Ep. . . . No. 107, Thomas Sampson, MGTF, lost a rod bearing while driving from Sierra Madre on Saturday. They put in a new one and then lost another one during practice.

No. 19, the Parkerhouse Jaguar MC entry, with Robert Kudler driving, hit a bump in practice and tore a 2" gash in the tank. They removed the tank, washed it out, welded the hole and had the car ready in one hour for race 2 . . . No. 64, Dick Connors, Merc. Spl., lost some time during race 6 when his engine overheated. A dramatic burst of steam resulted when they added water . . . No. 145, Marion Playan, MG Special, popped the transmission in practice.

• • •

People at the SF Line were talking about Harry's Harem (Harry Jones). Seems quite a representative from the WSCC came up to wish him luck with kisses at the start of race 2 . . . No. 47, Wally Edwards, is still having problems. Remember the mess the Edwards Special was in after Palm Springs? He fixed it up, left off the fenders and ran Formula Libre. This time he hit the hay and broke up the body again. He says he has had it.

No. 97, Bill Scott, MGTD modified, announces he finished a race—last in class but finished. Linda drove the car in the women's race and reports that the plugs were fouling after the second lap . . . Carmela Martin was so happy when she found a ride for the women's race. Before she could even practice, the car threw a rod and it was unavailable.

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